The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,000
RESERVE FUNDS:—
Sterling
£1,500,000 at 2/—$15,000,000
Silver $16,000,000
$31,000,000
RESERVE LIABILITY OF PROPRIETORS.$15,000,000

COURT OF DIRECTORS:
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Hongkong—J. R. M. SMITH
MANAGER:
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LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
N. J. STABB,
Acting Chief Manager.
Hongkong, 25th August, 1910. [20

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,600,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " 3½ "
" " " 3 " 2½ "
WM. DICKSON,
Manager.
Hongkong, 26th April, 1910. [22

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS....." 16,250,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO.	HANKOW.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months.....4 % p.a.
" 6 " .....3½ "
" 3 " .....2½ "
TAKEO TAKAMIGHI,
Manager.
Hongkong, 11th March, 1910. [18

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsinanfu, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
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M. A. von Rothschild & Soehne, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypotheken und Wechselbank, Muenchen. } Frankfurt a/M.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. All descriptions of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.
Hongkong, 3rd May, 1910. [23

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST (on deposits) is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Acting Chief Manager.
Hongkong, 16th July, 1910. [20

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....Gold $3,250,000
RESERVE FUND.....Gold $3,250,000
Gold $6,500,000
(about £1,500,000.)
HEAD OFFICE:—60, Wall Street, New York.
LONDON OFFICE:—Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of banking and Exchange Business, receives money on Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
For 6 " 4 " "
For 3 " 3 " "
N. S. MARSHALL,
Manager.
No. 95 Queen's Road Central.
Hongkong, 17th August, 1910. [19

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE: SHANGHAI.

DIRECTORS AND OFFICERS:
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Lee Yung Shi, Esq.
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J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Naill, Esq., F.I.A., Actuary

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.
Insurance in Force.....$17,855,885.00
Assets.....$ 8,415,450.03
Income for Year.....$ 2,560,559.00
Insurance Fund.....$ 5,216,613.00

LEFEERTS KNOX, Esq., District Manager.
B. W. TAPE, Esq., District Secretary.
} Hongkong, Canton, Macao and the Philippines.
ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG:
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.
C. J. Lairenz, Esq.
Hongkong, 26th July, 1910. [280

Hotel.

ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly renovated and extensively enlarged and is now Luxuriously Furnished and Up-to-date in every respect. Situated in the most central position. Large and Airy Rooms. Hot, Cold, and Shower Baths. Gas and Electric Lights and Fans. Large and Comfortable Lounge. Private and Public Bars and Billiard Rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for—Tiffin and Dinner. Special Rates for married families on application to

J. H. OXBERRY,
Manager.
FREDERICK REICHMANN,
Late Manager of J. H. LYONS (Trocadero), Leading Caterer in London, and GRAND ORIENTAL HOTEL, Colombo.
Telephone No. 107.
Telegraphic Address "Comfort" Hongkong.
Hongkong, 1st September, 1910. [276

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NUBIA, Capt. J. F. Fox	About 10th Sept.	Freight and Passage.
SHANGHAI	DELHI, Capt. G. W. Gordon, R.N.R.	About 15th Sept.	Freight and Passage.
LONDON, &c., via usual Ports	DELTA, Capt. B. H. W. Snow	Noon, 17th Sept.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALAWAN, Capt. C. R. Longden, R.N.R.	About 22nd Sept.	Freight and Passage.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 9th September, 1910. [4

Intimations.

LANE, CRAWFORD & CO.

NOW PROCEEDING

BARGAIN SALE

IN

LADIES' DEPARTMENT.

25 PER CENT DISCOUNT OFF USUAL PRICES.

LANE, CRAWFORD & CO. [61

FOR BATHING PARTIES.

Telephone No. 71.

Blackberry Brandy.
Cherry Brandy.
Cherry Whisky.
Creme De Menthe.
Orange Gin.
Peppermint.

CALDBECK, MACGREGOR & CO.,
Wine & Spirit Merchants.
Hongkong, 9th August, 1910. [33

Hotels.

TRY WEISMANN'S PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

Hongkong, 30th July, 1910. [207

HOTEL CRAIGIEBURN.

PLUMMER'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the MANAGER.

Kingston, 2nd July, 1910. [27

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG to CANTON; CANTON to HONGKONG:

MONDAY, 5th September.
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN
TUESDAY, 6th September.
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN
WEDNESDAY, 7th September.
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

HONGKONG to CANTON; CANTON to HONGKONG:

THURSDAY, 8th September.
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN
FRIDAY, 9th September.
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN
SATURDAY, 10th September.
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
5.15 P.M. KINSHAN
SUNDAY, 11th September.
10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,283 Tons and "SUI-AN" 1,165 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 11TH SEPTEMBER, 1910.
The Company's Steamship
"SUI-AN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.
FARES:
1st Class Return $3, Single $1.50. 2nd Class Return $2, Single 60 cts.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the steamer returning from Macao at 5 P.M.
First class "SUI AN" by Steamer leaving at 1 p.m. and returning with excursion steamer at 5 p.m. $4. Single Fare also $4.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 583 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong via Vice Versâ by the Companies' direct steamers "Lintan" and "Saiful." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blue Pier. [5

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE

W. V. DAVIES,
Hongkong, 5th February, 1909. Manager. [25

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms. Russian Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.
Under Personal Supervision of
L. GAMBAU, Proprietor. N. BRUNNENTHAL, Manager.
Telephone, 270. Telegrams "ASTOR". [42

THE "REMINGTON" TYPEWRITER

CAUTION.—Beware of alleged [illegible] packing, which are on the market now, but in reality quite worthless.

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MANILA, ANGAUR, YAP, MARIANG, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" ..... Capt. D. Lenz ...(T. 6,000)	SUNDAY, 11th Sept., 10 A.M.
YOKOHAMA and KOBE	"GOEBEN" ..... Capt. H. Raegener (T. 6,750)	About TUESDAY, 20th September.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"BÜLOW" ..... Capt. H. Formes...(T. 16,900)	WEDNESDAY, 21st Sept., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. R. Malchow (T. 1,6000)	About WEDNESDAY, 21st September.
KUDAT and SANDAKAN	"BORNEO" .....(T. 5,050) Capt. F. Sembill	End of September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th September, 1910. [7

Intimations.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSON AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION. RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES*

Hongkong, 7th March, 1907. [1

KWONG FUNG YUEN,

HEAD OFFICE—No. 85, Des Voeux Road West.

TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS, SAW MILL OWNERS, AND GENERAL CONTRACTORS TO

H.B.M. Naval and Military Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions

Inspection Invited to the Yards.

Best Terms.

Quick delivery.

LEUNG TAI, Managing Director.

Hongkong, 10th January, 1910. [1

CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE AND SILK EMBROIDERIES.

Inspection Solicited.

No. 77, Queen's Road Central.

Hongkong, 11th July, 1910. [477

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully executed

Hongkong, 6th September, 1909. [45

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste or overstrain of modern life. Sleeplessness, tremblings, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, invigorates, &c., restores the failing energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, wherever and in whatsoever form met with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of and joints, discharges, secondary symptoms, eczema, leprosy, psoriasis, bad legs, bad breasts, abscesses, ulcers, sore throat, or Derbyshire neck, it thoroughly the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture), for the sake of extra profit. Price in England, 4/6. Every genuine bottle of these medicines bears the British Government stamp, with the words "VETARZO REMEDIES" impressed thereon; in addition to which the wrapper

Intimation.

Wm. Powell, Ld.,

GENTLEMEN'S OUTFITTERS

. NEW GOODS .

SOFT DRESS-SHIRTS

VERY LIGHT WEIGHT PERFECT FITTING.

NEW CELLNETT UNDERWEAR

COOL SAFE DURABLE.

. BATH . ROBES .

LARGE ASSORTMENT.

- NECKWEAR -

Exclusive Designs Specially Selected.

ART SHADES IN CREPE DE CHINE IRISH POPLIN, ETC.

EVERYTHING FOR GENT'S WEAR.

WM. POWELL, LTD.

28, Queen's Road.

(Opposite Clock Tower.)

Hongkong, 9th August, 1910. [58

VALLAMBROSA RUBBER.

FULL REPORT OF THE ANNUAL MEETING.

MANAGING DIRECTOR'S ADDRESS.

The sixth ordinary general meeting of the shareholders in the Vallambrosa Rubber Company was held at Edinburgh, on July 25.

Mr. A. R. Wilson Wood, the managing director, was called to the chair. In his opening remarks, he said: Gentlemen, I trust you will agree with me in thinking that the results of the season's working are satisfactory. To the directors they are particularly so, as they fully justify, I think, a step taken by them at the end of 1908, which, at the time, gave rise to much adverse criticism. I refer to the change in local management. It was naturally only to be expected that outsiders should know more about the company's affairs than the directors I do not object to that, but the tone of some of the letters written on the subject were unnecessarily offensive. It was, for example, suggested that the step was actuated by motives of economy, and that a deserving manager was dispensed with to make room for a cheaper man. This is quite untrue. We were fortunate enough to find in Mr. Bailey a manager not only with some knowledge of rubber, but accustomed to handle large tea crops, and, therefore, fully alive to the importance of economy and attention to details, without which no properly can be worked to full advantage. The margin of profit in the case of tea has for many years been less in pence per lb. than rubber gives shillings. There is no room for extravagance, and every item of expense is fixed to fractions of a cent.

NERVOUS SHAREHOLDERS.

With rubber, on the other hand, there is, so far, no fixed standard of costs, and it is extremely difficult to inculcate economy with the huge profits being made; some men being apparently inclined to think that economy is not necessary. Our view is that whatever the profit, a concern should be run on business lines, and this is what we have aimed at. The result has borne out our anticipations, and the cost per lb. has been reduced from 1s. 5½d. to 11½d. The amount of crop secured was, of course, larger, thus reducing proportion of fixed charges; but, on the other hand, the increase in export tax (3½ per cent. ad valorem) put quite an extra penny per lb. on the cost, and upper tapping necessitating a ladder being carried from tree to tree, adjusting same, and adding to difficulty of actual operation, also added to cost. There has been a great deal written during the past year on the subject of pests. We have always had some trouble with white ants and a certain amount of loss from fomes. These are not new, they have attention, and are closely watched. If there were any truth in rumours which have from time to time been circulated (I know not by whom) regarding the Vallambrosa property, our position would indeed be very different from that in which we happily find ourselves. I do not pay any attention to any such rumours myself, any more than to the periodical scares about synthetic rubber; but, as I am getting tired of being constantly referred to by persons shareholders

FAIRY TALES.

I propose to refer briefly to as many of these fairy tales as I remember. The following are a few which have at various times been reported to me. No depth of soil; trees bound to die when water is reached; trees all leaning over, liable to be blown over by first gust of wind; estate so unhealthy that no labour can be got; whole estate eaten up by rats; situated within danger zone (whatever that may mean); bark not renewed owing to close planting; estate overtapped, and no bark left. There are 3 or 4 feet of clearance over the water-level, and I have seen splendid trees growing with only a couple of feet or less of clearance; some trees do lean over, but they are healthy and yield as well as their neighbours; there is no malaria, except, of course, imported cases; and I have it on the authority of the district medical officer that Vallambrosa is as healthy as any estate of its elevation in the tropics. The idea of trees 30 to 40 feet high being eaten up by rats is too absurd to be taken seriously; I do not quite understand what is meant by danger zone, but, if the writer means that the trees are liable to attacks from fungoid pests, it would have been more to the purpose had he been able to point out a district or estate that can claim immunity. I have seen tea in Ceylon killed by fomes or some allied disease, at any elevation from 200 feet to 6,000 feet. That Vallambrosa was too closely planted in the first instance, there can be no doubt, and for this I am, I fear, responsible, as it was done at my suggestion. Little planting of rubber in clearings had then been done, and I took the best expert advice available, that of Mr. Ridley, of the Singapore Botanical Gardens. The then idea was to plant 10 feet by 10 feet or 12 feet by 12 feet and at expiry of four years tap one row to death. No latex being forthcoming, I gave directions to uproot each alternate row, but this was never done. The trees, you will see, now average about 150 to the acre, or say 17 feet by 17 feet. This is close, but not too close for bark renewal.

ALLEGED OVERTIPPING.

We have Mr. Bailey's assurance that the bark has renewed well, and so long as April, 1918, Mr. Herbert Wright reported that the bark at that date was fit to tap again. Close planting has this advantage, that should a tree from any cause be lost it can be spared; where only the exact number it is intended to retain are planted, any tree lost must be re-planted. As to overtapping (much the most serious allegation), it is now five years since we started tapping. Owing to unskilled labour much bark was wasted, so our lower bark should, without allowing for increased growth, last longer in future, and, as our upper bark will last nearly another year, it would appear that we have abundant reserves, enough to last four or five years, whereas the consensus of opinion seems to be that three years is a sufficiently long time to allow for bark to renew. The idea that we are overtapping may possibly have originated from the fact that, owing to the ladders employed by tappers being too light to support two persons, all new coolies are trained on the renewed bark. Such women as are employed on this work are also put to tap lower bark. The dress affected by Tamil women is graceful but limited, and they have a natural—and I think very proper—disinclination to climb ladders. Any one seeing tapping done on both lower and upper bark might easily jump to the conclusion that the estate was being overtapped. I hope I have now dispersed this idea. The question of the future of the rubber market has been so often dealt with by men more competent than I am, that I do not propose to touch it further than to say that a continuance for any time of present high prices is neither likely, nor in the true interests of the industry, desirable. Already one hears of rubber for such purposes as the packing of marine engine joints being discarded as too costly, and a continuance of these abnormally high prices would be bound in the long run to affect adversely the rubber manufacturing industry.

THE FUTURE.

As to future supplies, it seems difficult to get reliable information about the supply of wild rubber. In the case of plantation rubber, though undoubtedly much larger quantities will be coming forward, I am not inclined to accept the estimates of ultimate yields furnished by various authorities for the guidance of investors. These figures appear to be compiled without any reference to such essential matters as the equality of the land and its suitability, or how the planting operations have been carried out. Large tracts of land have been taken up that would never have found purchasers before the boom, and no doubt in many cases the opening has been done in a very haphazard fashion. Anyone with the smallest practical experience knows that land varies as much if not more in the tropics than say in this country, and that nothing can ever make up for a bad start; yet these calculations are based on the idea that an acre of rubber is an acre of rubber and that whether the land be old worked out tapioca land or rich alluvial, whether the clearings are planted with picked plants carefully set out, or with the refuse of nurseries or seed simply dibbled out, the result is to be the same, so many pounds an acre at a given age. Very simple but I think hardly practical. There is another point also ignored, and that is that, in the competition for labour, that it is certainly coming estates situated in feverish districts will feel the pinch first. The conclusion I have arrived at is that future yields have been over-estimated, and that of the total obtainable only a percentage will ever be harvested. As to our future policy we propose to leave all felled land for a couple of years to give the timber time to rot. When cleaned up and burnt, most of the timber should be destroyed. We propose to open up the rest of Bukit Kraion and Athlone gradually, and hope that this may be possible at a comparative by small cost. Next year a considerable portion of Bukit Kraion will be tappable. The estimate for current season is 425,000 lbs. Mr. Bailey explains that yield would have been considerably more, but for the fact that he has taken out of the [illegible] that there are some 90,000 fewer trees to tap. The trees left are already benefiting much from having more room. The directors have made no forward sales. It is in their opinion better, as a general rule, to sell in the open market. I should like to especially express the satisfaction of the directors with the excellent work which Mr. Bailey has done during the year, the result of which is reflected in the balance sheet, and in the satisfactory condition of the estate which I am able to report to day. Mr. Bailey has been well supported by his staff of assistants, and I feel that we owe them all an expression of our cordial appreciation of their services. An immense amount of work entailing late hours has fallen on the secretaries. The directors take this opportunity of expressing their satisfaction at the excellent manner in which the work has been carried out and kept up-to-date—no easy matter with so many share transactions as took place during the boom. I should like to thank Mr. Gordon Dickson, our London agent, for the skilful and judicious manner in which he has carried out the marketing of our produce. Before formally moving the adoption of the report, the chairman invited questions, but none being asked the adoption of the report and accounts was seconded by Mr. R. Ross Stark, who said the shareholders were greatly indebted to the directors, the secretaries, and to Mr. Bailey, for the splendid result of the year's working. The report, he thought, was very satisfactory. This was carried unanimously.

Mr. C. M. Pelham Burn moved that the directors' fees for the year to March 31, 1910, be fixed at £1,000, free of income-tax, and that they be paid their travelling expenses incurred in attending board meeting. This was seconded by Mr. George M. Wood, and was carried unanimously.

The re-election of Mr. A. R. Wilson Wood as a director of the company was agreed to, and Mr. C. L. Daxiel, C.A., was appointed auditor for the current year at a fee of 50 guineas. The proceedings terminated with a vote of thanks to the chairman.

Public Companies.

HONGKONG HOTEL COMPANY, LTD.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel, TO-MORROW, the 10th September, 1910, at 12.30 P.M., for the purpose of receiving a Statement of Accounts to the 30th June, 1910, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 10th Sept., both days inclusive.

By Order of the Board,
C. MOONEY,
Secretary.

Hongkong, 9th September, 1910. [584

GREEN ISLAND CEMENT COMPANY, LIMITED.

AN INTERIM DIVIDEND of FIFTEEN CENTS, per Share for the Six Months the ending 30th of June, 1910, will be payable 12th day of September, 1910, on which date, on Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 12th day of September, 1910, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 26th August, 1910. [575

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, the 17th September, 1910, at Noon, for the purpose of receiving a Statement of Accounts and Report of the General Managers for the year ending 31st July, 1910, and electing a Consulting Committee and Auditors.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd September, 1910. [579

DOUGLAS STEAMSHIP CO., LD.

THE ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 24th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 24th September, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 3rd September, 1910. [582

Intimations.

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the Revenue Farms in the State of North Borneo from 1st January, 1911, as set out hereunder:—

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock noon on the 1st day of October of the Farms enumerated below for a period of 1, 2 or 3 years commencing on the 1st January, 1911.

The Farms above referred to are the Opium, Spirit, Gambling, and Pawnbroking Farms for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. Guthrie & Co., Singapore and Penang, or of Messrs. Gibb Livingston & Co. at Hongkong.

The retail rates for Chandu fixed by Government for the Opium Farm for 1911, 1912 and 1913 are those specified below viz.:

For every	3 hun packet	...	$0.14½
"	4 "	...	0.19
"	5 "	...	0.24
"	6 "	...	0.28½
"	3 chi receptacle	...	1.45
"	1 tahil "	...	4.80

Hongkong, 20th June, 1910. [414

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms. 458

HUNG ON & CO.,

SHOW ROOM AND STORE

at the Premises formerly occupied by A CHEE & Co.,

17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Wares of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 1st June, 1910. [413

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL bearing the CLETEAS

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

Sole Agents for SAINT-RAPHAEL, Valence (Drôme, France):

CLADD & BOK MACARTHUR & Co., HONGKONG.

HONGKONG AVERAGE MARKET PRICES.

Corrected 8th Sept., 1910, 100 cts. per $ Mex.

BUTCHER MEAT.		Cents.
Beef sirloin & prime cut—Mei Lung Pa	lb	30
" Corned—Ham Ngau Yuk	"	22
" Roast—Shiu " "	"	22
" Breast—Ngau Lam	"	15
" Soup, Teng Yuk	"	20
" Steak—Ngau Yuk Pa	"	22
" " Sirloin—Ngau Lau	"	30
" Sausages,—Ngau Yuk Chaung	"	26
Bullock's Brains— " Know	per set	9
" Tongue fresh—Ngau Li	each	50
" corned—Ham Ngau Li	"	60
" Head—Ngau Tau	"	85
" Heart—Ngau Sum	per lb	12
" Hump, Salt—Ngau Kia	"	18
" Feet—Ngau Keok	each	8
" Kidneys—Ngau Yiu	"	9
Tail—Ngau Mei	"	18
" Liver—Ngau Gon	lb	12
" Tripe (undressed)—Ngau To	"	6
Calves' Head and Feet—Ngau-chai-tau-keok	set	$1.00
Mutton Chop—Yeung Pai Kwat	lb	22
" Leg—Yeung Pai	"	22
" Shoulder—Yeung Shau	"	20
Pigs' Chitlings—Chi cheong	"	22
" Brains—Chi Know	per set	24
" Feet—Chi Keok	"	12
" Fry—Chi Chak	"	25
" Head—Chi Tau	"	15
" Heart—Chi Sum	each	18
" Kidneys—Chi Yiu	pair	9
" Liver—Chi Kon	lb	30
Pork, Chop—Chi Pai Kwat	"	20
" Corned—Ham Chu Yuk	"	—
" Leg—Chu Pai	"	24
" Fat or Lard—Chu Yau	"	15
Sheep's Head and Feet—Yeung Tau Keok	set	50
" Heart—Yeung Sum	each	6
" Kidneys—Yeung Yiu	"	9
" Liver—Yeung Gon	lb	24
Sucking Pigs, To Order—Chu Chai	"	22
Suet Beef—Sang Ngau Yau	"	20
" Mutton—Sang Yeung Yau	"	22
Veal—Ngau Chai Yuk	"	20
" Sausages—Ngau Chai Yuk Tong	"	20

POULTRY.		
Chicken—Kai Chai	lb	30
Doves—Pan Kau	each	—
Eggs, Hen—Kai Tan	per doz.	24
Fowls, Canton—Kai	lb	35
" Hainan—Hoi Nam Kai	"	30
Geese—Ngo	"	14
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	pair	—
Musk Deer—Wong Keng	each	—
Hare—Tu Chai	"	—
Partridge—Chu Khoo	"	—
Pheasant—Shau Kai	pair	—
Pigeons, Canton—Pak Kup	each	30
" Hoihow—Hoihow Pak Kup	"	24
Quail—Um-Chun	"	—
Rice Birds—Wo Fa Cheuk	dozen	—
Snipe—Sa Chui	each	22
Turkeys, Cock—Fo Kai Kung	per lb	60
" Hen— " " Na	"	45
Wild Ducks, Shanghai, Sui-ap	pair	—
Teal, Shanghai, Sui Ap Chai	"	—
Wild Ducks Canton—Sang Shing Sui Ap	per pair	—

FISH.		
Barbel—Ka Yu	lb	22
Bream—Bin Yu	"	16
Canton Fresh Water Fish—Hoi Sin Yu	"	16
Carp—Li Yu	"	18
Catfish—Chik Yu	"	12
Codfish—Mun Yu	"	17
Crabs—Hai	"	18
Cuttle Fish—Mak Yu	"	15
Dab—Sa Mang Yu	"	15
Dace—Wong Mei Lun	"	18
Dog Fish—Tit Tu Sa	"	9
Eels, Conger—Hai Man Yu	"	16
" Fresh water—Tsan Sui Yu	"	16
" Yellow—Wong Sin	"	28
Frogs—Tien Kai	"	32
Garoupa—Sek Fan	"	26
Gudgeon—Pak Kop Yu	"	12
Herrings—Tso Yu	"	20
Halibut—Cheung Kwan Yu	"	28
Labrus—Wong Fa Yu	"	16
Loach—Wu Yu	"	28
Lobster—Lung Ha	"	40
Mackerel—Chi Yu	"	24
Mixed Fish—Mon Yu	"	18
Mullet—Chai Yu	"	24
Oysters—Sang Hoe	"	—
Perch—Kai Kang Yu	"	17
Perch—Tsu Lee	"	15
Pike—Fa Pau Yeung	"	9
Plaice—Pak Yu	"	18
Promfret, Black—Hak Chong	"	22
Promfret, White—Pak Chong	"	24
Prawns—Ming Ha	"	16
Ray—Pak Yu Kai	"	18
Sharks—Sa Yu	"	9
Skate—Fo Yu	"	10
Shrimps—Ha	"	28
Snapper—Lap Yu	"	26
Soles—Tai Sa Yu	"	28
Teach—Wan Yu	"	18
Turbot—Cho How Ye	"	24
Turtles, small, fresh water—Kook Yu	"	50
White Bait—Ngau Yu Chai	"	—

FRUITS.		Cents.
Almond—Hung Yan	lb	25
Apples, (California)—Kam San Ping Ko	"	20
" (Chefoo)—Tai Chim Ping Ko	"	12
" Small—Hoi Teng	"	7
" Custard—Fan Lai Chi	each	7
Bananas, fragrant, Canton—Seung Shaung Heung Chiu	lb	3
" (brides), Macao—San Heung Chiu	"	5
Chestnuts, Chinese—Yeung Lut	"	18
Carambola—Yeung Tou	"	5
Cocoanuts—Yeh Tse	each	10
Grapes—Sin Tai Tse	lb	30
Lemons, China—Ning Moung	"	7
" Amer.—Kum San Ning Moung	"	—
Lichees, Small Stone—Lai Chi Con	"	25
" Fresh, Lai Chi	"	—
Limes, (Saigon)—Sai Kung Ning Moung	each	6
Mango, Manila—Lui Sung Mong	"	18
Mango, Saigon—Sai Kung Moung	"	—
Mangosteens, San Chuk Tsz per doz.	"	—
Oranges, Tim Chang	lb	5
" Small—Tai Kut	catty	—
" Mandarin—Tim Kut	"	—
Olives—Pak Lam	lb	—
Passion Fruit	each	—
Pears, (American)—Kam San Shut Li	lb	25
" (Canton), Cooking—Sa Li	"	7
Peanuts,—Fa Sang	"	20
Persimmons, Large,—Hung Chiu	"	7
Pine-apples, 1st quality—Sheung Poon Ti Paw-law	each	18
" and cooking—Chung-tang Paw-law	"	—
Plantains—Tai Chiu	lb	3
Plums, Swatow—Hung Lai	"	—
Pumelo, Siam—Chim Lo Yau	each	11
Walnuts, Hop Tou	"	23
" Green—Sang Hop Tou	"	7
Shanghai Lo Kwat	lb	5

VEGETABLES, &c.		
Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk	lb	10
Beans, (French) Macao—Oh Moon Pin Tau	"	24
Beans, (French), Shanghai—Sheung Hoi Pin Tau	"	8
Beans, Sprout—Ah Chui	"	8
Beans, Long—Tau Kok	"	7
Beet Root—Hung Choi Tau	each	8
Bringals, Green—Cheng Yuen Ker	"	4
Bamboo Shoots		
Cabbage, Chinese, com.—Kai Choy	"	3
Cabbage, Red—Kai Lan Tau	each	—
Cabbage, (Shanghai)—Yeh hoi	"	10
Cane Shoots, bunch—Kau Shun	"	3
Cauliflower, Large size—Tai Yeh Choi Fa	each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa	each	—
Cauliflower, Small size—Sai Yeh Choi-fa	"	—
Carrots—Kam Shun	"	8
Celery, Chinese—Tong Kau Choy	"	6
Celery, English—Yeung Kau Choi	"	—
Celery, White—Pak Yeung Kau Choi	"	—
Chillies, Dried—Gon Lat Chiu	"	3
" Red—Hung Fa	"	3
" Green—Chang Lat Chiu	"	3
Curry Stuff, English—Ka Lee Choi Lin	"	3
Cucumbers—Chang Kwa	"	2
Bitter Squash—Fu Kwa	"	5
Garlic—Suen Tau	"	6
Ginger, young—Sun Tsz Keung	"	6
" old—Lo Keung	"	4
Horse Radish, Shanghai—Lik Kan	lb	20
Indian Corn—Suk Mai	piece	4
Lettuce—Yeung Sang Choi	each	1
Water Chesnuts—Ma Tai	"	5
" Mandarin—Kwai Lum Ma Tai	"	8
Musk Melon		—
Mushrooms, Fresh—Sang Cho Kho	lb	25
Onions, Bombay—Yeung Chung Tau	"	3
" Green—Sang Chung Tau	"	4
" Tai—Sheung Hoi Chung Tau	"	1
" Japan—Yat Poon Chung Tau	"	—
Okroes—Mo Kee	"	9
Parsley, English—Yeung Un Sai	lb	200
Green Peas—Chang Tau	"	10
Potatoes, Sweet—Fan Shu	"	3
" Shanghai—Sheung Hoi Shu Tau	"	3
" Japan—Yat Poon Shu Tau	"	4
" American—Fa Ki	"	—
" Foochow—Fuk Chau Shu Tau	"	6
" Macao—Oh Moon	"	—
Pumpkin—Tsung Kwa	"	3
Radish—Hung Lo Pak Tau	lb	4
Rhubarb		—
Shallots—Gon Sheung Tau	"	4
Spinage (Chinese)—Paw Choi	"	3
Spinach—Yin Choi	"	3
Tomatoes—Fan Kee	"	20
Taro—Wu Tau	"	4
Turnips, Pea-d (Long)—Law Pak	"	3
" Radish—Yan Law Pak	"	3
Vegetable Marrow—Tsit Kwa	"	3
Water Chesnuts—Tsuen Tau	"	3
" Tai	"	3
" Japan—Yat Poon Shu Tau	"	4
Yam	"	3

Intimation.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

OF

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS. [25

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 9, 1910.

HONGKONG AND ITS TRADE.

From the reports of the Imperial Customs, which have just been issued, we learn many facts which have a bearing distinctly upon the tradal activities of Hongkong. A few days ago we referred to certain of these movements and were able to express the uninspired hope that much good would result in its accomplishment. At no time in its history has Hongkong been more harassed than it is at present. She shares with the Straits Settlements an incubus of military contribution far beyond her fair share so far as the Crown Colonial defences are concerned. There is no more loyal Crown possession than Hongkong. Yet we find the port put at a disadvantage as compared with the mercantile fleets of other Powers. Whether the Government at Home be Conservative or Radical, the fact remains that the call of our Crown Colonies for betterment remains unheeded. In the West Indies a certain attempt was made to conserve the sugar industry. And the result may be said to have been disastrous, because the countervailing duties that were imposed were not adequate to give the planters a chance. In consequence the German beet-growers were able to capture the English market and to cut out the old-established sugar houses of Liverpool and Greenock. Thus it is that we have great firms like Butterfield & Swire and Jardine Matheson inaugurating immense enterprises that transcend anything that previously existed east of Suez. That they earn good dividends whilst sometimes suffering from years of depression is a factor in their favour, for every Chinese speculator knows there is substantiality behind his investment whether it pay well or ill. Apart from this subject altogether, it is a notorious fact that nearly every one in Hongkong has been bitten by the rubber boom, and it is almost pertinacious to repeat our frequently repeated warning against rash speculation in this line. To vary the simile, there are a great many people in Hongkong who wish that they had never touched rubber at all. There are excellent fields for investment in our own more immediate locality, notably in Manchuria, and yet the speculator rushes away to the Malay Peninsula and lays down thousands of dollars in pursuit of a momentary phantasm. From the reports of the Chinese Customs up North, we learn that the entrepot trade of Hongkong is suffering little from the somewhat exacting dues levied upon English imports. Perhaps in the years to come the effect of Japanese exclusiveness will be felt and it may become necessary to let our ally know that there is such a thing as "give and take" in international politics. In the leased territory, of which Dairen is the feeding port, the Japanese are now absolute and probably will become ultimately the possessors, unless the Powers interfere or choose to lay low as in the case of Korea's annexation. All these things affect British trade and more especially do they affect the trading prosperity of Hongkong, through which most of the imports into Manchuria pass. In his report just published, Mr. M. Tachibana, the Commissioner of Customs, says ominously that the import of foreign goods is being largely diminished by Japanese goods. At other Treaty Ports in the North the same story is told. English imports are being displaced by Japanese goods. In Newchwang, in Chingwantao, in Tientsin, and Kiaochow the same system prevails.

THE BRUSSELS DISASTER.

Details of the irreparable disaster at the Brussels exhibition brought about by the destructive fire, which totally destroyed the British, among other, sections of the exhibition, have arrived by the mail. From the graphic cabled report which we reproduce elsewhere in the present issue, the disaster at Brussels, although happily no loss of life occurred, is, as remarked by a contemporary, a thing [illegible] land, no less than on the continent. Three national sections of the exhibition have been annihilated, while nine others have been damaged, the Italian section being partially destroyed. In a fire of this character the financial loss, heavy though it must be, does not attract so much attention as the fact that many of the things destroyed cannot be replaced. The loan collection in the British Section included many exhibits which had never been out of England before. Those who lose very heavily in this matter are the Trustees of the Victoria and Albert Museum and some owners of great houses throughout England. The exhibits included some priceless treasures owned by the Trustees, besides collections of china, tapestry, chippendale specimens, books and pictures. Fortunately enough a large number of these were only specially prepared imitations, but as it is the reported estimate of the loss is £100,000. But in the commercial and industrial sections the loss to British exhibitors must have been immense. The courts devoted to carpets, and modern tapestry, the courts illustrating English furniture, the great groups of ceramics, and the fine selection of exhibits of scientific apparatus have all gone. Many of the industries represented had adopted the principle of collective exhibiting. For example, the Fire Cotton Spinners and Doublers' Association, representing 52 firms, exhibited a symbolic group of statuary. Similarly in the silk trade many firms joined hands, while the display of motor cars was arranged by the Motor Manufacturers and Traders. The exhibits of footwear, chemical products and kindred articles were all magnificent features intended to dispel the illusion that American and German goods outweighed British in quality and value. The machinery exhibits were fortunately in a different part of the exhibition premises and, so far as can be gathered, are only partially damaged if at all. There were many strong British features in the department, as for example cotton and flax-making plant; gas producers and engines; and power hammers and printing machinery. Shipbuilding exhibits included models of recent warships, passenger and cargo vessels. There were 35 British exhibitors of machinery in motion and their exhibits occupied a third of the machinery hall. It is satisfactory to know that the disaster, grave as it undoubtedly was, has not led to the entire closing of the exhibition, and the energy and enterprise displayed in the organization of this splendid monument of Commerce and Industry have not been wasted.

SIR FREDERICK LUGARD,

EXPECTED NEXT MONTH.

We are officially informed that His Excellency Sir Frederick Lugard, K.C.M.G., leaves London on the 3rd October for Hongkong by the Trans-Siberian route. His Excellency will arrive in Peking about the 16th prox., and is due to arrive at Hongkong about 25th October.

LOCAL AND GENERAL.

A COREAN named Kohan-shoku was so excited by the news of the annexation of his country to Japan, that he committed suicide at his residence on Tuesday last.

THE ss. Heimdal, which was expected at Bangkok from Hongkong on 24th ult., is to be chartered by the new Netherlands Shipping Company.

THE Holland-China Trading Company sued the Foo Kit Cheong firm in the Summary Court this morning to recover the sum of $3?9. The case was fixed for the 25th of October next.

MASONRY work on the walls of the new building for the Siam Commercial Bank is being speedily pushed forward and another fortnight will see the first storey pretty nearly complete.

A CULTIVATOR while ploughing his fields somewhere between the end of Klong Poh Yome road, Bangkok, and the river, was struck by lightning on 25th ult. He and his buffalo were instantly killed.

THE coxswain of the steam-launch *Hoihong* was fined $15 at the Marine Magistrate's Court this morning for obstructing the "road" to free navigation near H.M.S. *Tamar*. The King's harbour master was the prosecutor.

A MOTOR boat filled with passengers while on its way from Bangkok to Paklat caught fire on 21st ult. While attempting to extinguish the fire, the boat upset and sank in the river near the house of the Nai Amper of Paklat. Every one on board succeeded in getting ashore.

THE London *Times* thinks it absurd that a country should import $100,000,000 worth of sugar annually and refuse to utilize its own opportunities to produce the commodity. Reflections of this sort are beginning to make an impression on the British mind, and are inducing the soberly inclined to ask the question whether a tariff which might promote the beet sugar industry and at the same time augment the revenue would not be a fine thing for the United Kingdom.

THE gross output of the British cotton textile industries in 1907 was $384,700,000, and gave employment to 572,869 people. Considering the fact that the manufacture of cotton textiles is an exotic industry in Great Britain, all of its raw material being derived from foreign countries, this is a [illegible] land, no less than on the continent. Three national sections of the exhibition have been annihilated, while nine others have been damaged, the Italian section being partially destroyed. In a fire of this character the financial loss, heavy though it must be, does not attract so much attention as the fact that many of the things destroyed cannot be replaced. The loan collection in the British Section included many exhibits which had never been out of England before. Those who lose very heavily in this matter are the Trustees of the Victoria and Albert Museum and some owners of great houses throughout England. The exhibits included some priceless treasures owned by the Trustees, besides collections of china, tapestry, chippendale specimens, books and pictures. Fortunately enough a large number of these were only specially prepared imitations, but as it is the reported estimate of the loss is £100,000. But in the commercial and industrial sections the loss to British exhibitors must have been immense. The courts devoted to carpets, and modern tapestry, the courts illustrating English furniture, the great groups of ceramics, and the fine selection of exhibits of scientific apparatus have all gone. Many of the industries represented had adopted the principle of collective exhibiting. For example, the Fire Cotton Spinners and Doublers' Association, representing 52 firms, exhibited a symbolic group of statuary. Similarly in the silk trade many firms joined hands, while the display of motor cars was arranged by the Motor Manufacturers and Traders. The exhibits of footwear, chemical products and kindred articles were all magnificent features intended to dispel the illusion that American and German goods outweighed British in quality and value. The machinery exhibits were fortunately in a different part of the exhibition premises and, so far as can be gathered, are only partially damaged if at all. There were many strong British features in the department, as for example cotton and flax-making plant; gas producers and engines; and power hammers and printing machinery. Shipbuilding exhibits included models of recent warships, passenger and cargo vessels. There were 35 British exhibitors of machinery in motion and their exhibits occupied a third of the machinery hall. It is satisfactory to know that the disaster, grave as it undoubtedly was, has not led to the entire closing of the exhibition, and the energy and enterprise displayed in the organization of this splendid monument of Commerce and Industry have not been wasted.

IT is reported from Kagoshima that an explosion took place there on a lighter, owned by the Rising Sun Oil Company, on Thursday at midnight. The lighter (says the *Nagasaki Press*) was moored in a creek running through the Daimonguchi reclaimed land and for some time after the explosion the creek was oil. Four lighter-men were blown ashore; one of them alighted on the roof of a theatre, 400 yards away, and fell through it to the floor. All were terribly mutilated and killed. The cause of the disaster and the extent of the losses are yet unknown.

THE *Bangkok Daily Mail*, of 24th August, says:—Complaints are often heard in Bangkok that vagrants are becoming a nuisance and a danger in the city. Many of these are able bodied and should be made to work in gaol or otherwise. Yesterday afternoon as two small children were coming from the Assumption Convent school they were met by two vagrants who threatened them with knives not to shout while they took off their earrings and gold necklaces. Some persons came on the scene, but not knowing exactly what was the matter the thieves succeeded in making good their escape.

FRAU Dutkiewicz, living at Posen, in Prussian Poland, has long enjoyed the distinction of being the oldest woman in the whole world. She was born on February 21, 1785, and thus was 125 years old last February. However, a Bulgarian peasant woman, named Babavasilka, and who has never quitted her native village of Bavelsko, has deprived the aged dame of Posen of her record of longevity, for the Bulgarian peasant was born in May, 1784, and is thus nine months older. For nearly one hundred years the Bulgarian peasant has worked in the fields; her descendants, who are nearly a hundred in number, now make her a joint allowance. The old dame recalls events that happened in the beginning of last century much more easily than she can recall those of the last forty years.

MITSUI BUSSAN KAISHA.

SALE AND ORDER OF STEAMERS.

The Mitsui Bussan Kaisha is reported by an Osaka journal to have ordered three vessels of 8,000 tons each and three of 3,000 tons each from England. They are to arrive in Japan in March next in order to avoid the increased tariff. The Kaisha has sold the *Ariake Maru* to Mr. Baba and the *Tatsuta Maru*, 3,316 tons, to Mr. Hashimoto, of Nagasaki, and will dispose of the *Atsuta Maru*, 2,643 tons, which stranded near Shanghai recently, by public tender at Kobe on September 5.

ACCIDENT TO S.S. "HAICHING."

ASHORE OFF KOWLOON DOCKS.

The squally weather, which prevailed throughout last night and the small hours of this morning, must have caused considerable inconvenience to local shipping in the harbour, if not actual loss to the smaller craft in the vicinity of the port that have not had time to make the port before the squall began to blow. In the course of our reporter's round along the waterfront this morning there has been no report of any casualties, and a visit to the Harbour Office was also barren of results. At Kowloon no news was available either, beyond the report of a slight accident to one of the steamers belonging to the Douglas Steamship Co., Ltd. It appears that at the height of the gale last night the s.s. *Haiching*, moored to the Dock buoy in the bay, broke her shackle and was driven ashore by the force of the wind and the current. She landed on the Cuss Rocks off Kowloon Docks. There she remained for the rest of the night. Fortunately the wind moderated and the sea was comparatively calm, and between five and six o'clock this morning she obtained the assistance of the towboat *Edith* of the Dock Co. to get her off the rocks. The task was accomplished without any difficulty and with the favourable conditions prevailing the *Edith* managed to pull the *Haiching* off and subsequently towed her alongside the dock. The "coaster" was dry-docked for survey later in the forenoon. It is not believed that the *Haiching* has sustained any damage at all, and as she was still in dock at the time of our going to press we have been unable to ascertain the result of the survey.

CHANGES AT PEKING.

A SENSE OF UNREST.

The removal of Liang Tung-yen from the Waiwupu in order that he may undertake a tariff mission abroad is significant, says the *Shanghai Mercury*, as it leaves an opening in the most important of the boards, for although Tsou Chia-lai is a highly estimable and energetic official he has scarcely had the wide experience that has fallen to some who are not in Peking, and the proposal to add H.E. Wu Ting-fang to the Wai-wu-pu in the newly created office of Advisor is in somesense an admission of this. Far more important still, however, is the suggested retirement on account of increasing infirmity of Prince Ching. Since 1884 he has been the head in succession of the Tsungli Yamen and the Waiwupu, but in recent years has taken practically no interest in the affairs of the Board. For a period of three years he never set his foot inside the doors of the yamen, leaving all its affairs to his colleagues, Na Tung and Yuan Shih-kai, amongst whom he was "primus inter pares." With the dismissal of Yuan some of the work has fallen on Na Tung, but he is not sufficiently sure of himself and has left things to Liang Tung-yen. The suggestion that Prince Ching is about to come to Peking until a post has been found for Yuan Shih-kai, and some other indications seem to point to Yuan's recall as head, primus inter pares, of the Waiwupu. In this connection there are some other facts of considerable significance. Almost exactly twelve months negotiations were in progress for the recall of Yuan. The ex-statesman visited Tientsin largely under the understanding that his visit was part of his return journey to the capital. Negotiations went so far that those closely acquainted with the proceedings felt justified in stating that arrangements for Yuan's return had been completed. A hitch occurred, however, and the nature of it can some light upon present events. In the course of pourparlers Yuan pointed out that it was useless for him to come to Peking unless he was to be supported by men after his own heart. Divided counsels in the capital would wreak more injury still upon the state. He also pointed out that it was no use his returning to office if he was not to be supported by the Throne, if his schemes were to be mutilated and their full fruition prevented. Whilst this was admitted in principle the concrete demands of Yuan, when eventually formulated, did not meet with the approval of the Regent, and though they were modified ultimate agreement became impossible and negotiations dropped. One of the special instances of an important undertaking being made abortive which was used as an illustration of Yuan's point was the mission abroad of His Excellency Tang Shao-yi in connection with currency and finance, and Yuan insisted upon the appointment to high office of H.E. Tang. For some unexplained reason Tang was not *persona grata* with the Regent, and this was the point upon which agreement was impossible. The impossibility of continuing the present unsatisfactory condition of things led two months ago to further negotiations with H.E. Yuan, negotiations which did not reach a head but which seem to have been closely connected with the retirement of Liang Tung-yen. In the light of these facts the step now taken by H. E. Tang is significant; it may be that Tang does not feel himself strong enough to accept office in Peking without the presence of H. E. Yuan in order to hold out against their common rivals; or it may be that the stand taken by H. E. Tang will save the Regent the humiliation of taking the initiative in regard to the open recall of Yuan. That we may be sure must come in time. His party generally will not be likely to take office without him, and the very fact of their recall may be taken as evidence that the necessity for the presence of a head-and-shoulders man in Peking is at last realized.

The effect of the present changes it is not easy to estimate. The new office-holders will have several big tasks before them, not the least of which is the re-establishment of the supremacy of the capital. This essentially is the solvent for all the anarchy that prevails in the country, not anarchy of the violent dynamite type, but the persistent defiance of authority by large and locally influential bodies of men. One effect of the return of Yuan's men to Peking is sure to be a change in the Chinese attitude towards Japan. As is well known, Yuan has no love for Japan; indeed he has strong sentiments of quite a contrary kind, and the results of his return to Peking in the relations between the two countries are likely to be very marked.

ANNEXATION OF KOREA.

JAPANESE OFFICIAL STATEMENT.

The following statement was issued by the Japanese Foreign Office:—The Japanese Government have always made it a guiding principle of their foreign policy to maintain enduring peace in the Orient and to assure repose and security in this Empire. They have naturally viewed with grave concern the situation in Korea which proved to be fruitful sources of difficulty in the Extreme East involving Japan in serious complications.

In their solicitude to put an end to those disturbing conditions, they made an arrangement in 1905 for establishing Japan's protectorate over Korea, and they have ever since been assiduously engaged in works of reforms, looking forward to the consummation of the desired end. But they have failed to find in the regime of a protectorate sufficient hope for the realization of the object which they had in view, and a condition of unrest and disquietude still prevails throughout the whole Peninsula. In these circumstances, the necessity of introducing fundamental changes in the system of government in Korea has become entirely manifest, and an earnest and careful examination of the Korean problem has convinced the Japanese Government that the regime of a protectorate cannot be made to adapt itself to the actual condition of affairs in Korea and that the responsibilities devolving upon Japan for the due administration of that country cannot be justly fulfilled without the complete annexation of Korea to this Empire. Consequently, the Japanese Government formulated their policy in July of last year for the eventual annexation of Korea, and decided to take measures for carrying out that policy whenever a further development of the situation should be found to call for the execution of such measures.

The unsatisfactory state of things which has since then presented itself in Korea has assumed such gravity that any long postponement of the execution of fundamental reforms would not only threaten public order and tranquillity in the Peninsula, but would possibly lead to untoward consequences. The Japanese Government felt constrained to lend themselves to a final solution of the problem in accordance with their established policy, and Resident-General Viscount Terauchi, in proceeding to his post, was charged with necessary instructions and authorized to arrange for such solution.

Viscount Terauchi, upon his arrival at Seoul was convinced that the situation in Korea did not permit any further delay in effecting the contemplated annexation, and on the 16th of this month, he opened discussion on the subject with the Korean Government, by giving detailed explanation of the view of the Japanese Government. Subsequently, several conferences were held for the exchange of views and in the course of such conferences, the Korean Government expressed their concurrence as to the necessity of annexation. Viscount Terauchi, having found that the Governments of Japan and Korea were in complete accord regarding the proposed arrangement, telegraphed to the Japanese Government in the evening of the 20th the final draft of the Treaty of Annexation, and requested that it be submitted to His Majesty the Emperor of Japan for approval. His Majesty referred it to the Privy Council which specially met on the 22nd, and Imperial sanction was then given with the advice of the Council. Accordly, the Japanese Government at once telegraphed to the Resident-General on the same day, authorizing him to sign the Treaty. The Korean Government also submitted to His Majesty the Emperor of Korea for approval the Draft of the Treaty on the 22nd, and His Korean Majesty, in full appreciation of the general situation and recognizing that the annexation of Korea to Japan would contribute to the promotion of welfare and interests common to both nations, gave prompt approval of the Treaty in draft. Thereupon the Treaty of Annexation was signed on the afternoon of the 22nd between the Resident-General Viscount Terauchi and Mr. Ye Wan-yong, Minister President of State of Korea.

The Japanese Government then communicated the Treaty to all the Powers concerned, at the same time declaring the rules to be followed by Japan in dealing with the external affairs of Korea. The Treaty is thus promulgated to-day (August 29), and takes effect from this date.

As pointed out in the Declaration, the Treaties concluded by Korea with foreign Powers cease to be binding, and Japan's existing treaties are extended to Korea. Consequently, foreigners are allowed to reside and trade in all parts of Korea and there to enjoy the same rights and privileges as in Japan Proper. At the same time, the right of extra-territoriality which foreigners have hitherto enjoyed in Korea comes definitively to an end from to-day. The Japanese Government believe that they are entirely justified in regarding such right of extra-territoriality as ended upon the termination of Korea's treaties in consequence of the annexation, considering that the continuance of that system would inevitably prove a serious obstacle and interfere with the unification of the administration of Korea. Moreover, it seems only natural that foreigners, being allowed to enjoy in Korea the same rights and privileges as in Japan Proper, should be called upon to surrender the right of extra-territoriality which is not granted to them in Japan Proper.

Owing to the termination of the treaties concluded by Korea, the conventional tariff hitherto in force in Korea equally ceases to be operative. However, having in view the fact that the annexation is necessitated essentially by considerations of a political character, the Japanese Government are anxious to avert, as far as possible, prejudicial effects upon the economic interests of foreigners in Korea, and are moreover conscious of the advisability of abstaining from measures which may bring about radical changes in the economic relations between Japan and Korea. They have, therefore, decided of their own accord to maintain the customs tariff hitherto enforced in Korea, for a term of ten years, in respect of trade, foreign as well as national.

The foregoing is a brief exposition of the effects consequent upon annexation in domestic and foreign relations. The Japanese Government confidently believe that good order and security will hereafter be satisfactorily maintained in Korea; that in the new order of things now inaugurated, the steady growth of industrial activities and the advancement of material well-being of Koreans will be fully assured and that the two nations incorporated will forever enjoy the blessings of general peace and stability.

THE ZOROASTRIAN CLUB.

A GENEROUS DONATION.

We are informed that, at an extraordinary general meeting of the members of the above Club, held under the chairmanship of Mr. F. P. Shroff in the Club rooms on Thursday, the 8th inst., at 6 p.m., a letter from Mr. M. J. Patell, sole proprietor of Patell & Co., Hongkong, Canton, Hankow and Calcutta, expressing his desire to present to the Club a billiard table and other accessories, worth in all $1,100, on certain conditions, was considered. Resolutions were proposed and duly seconded conveying the warm and appreciative thanks of the members to the kind donor, also for expressing their unanimous agreement to the proposals as set forth in Mr. Patell's letter.

CHINA OF TO-DAY.

AN AMERICAN TRAVELLER'S OBSERVATIONS—THE SPREAD OF MILITARISM.

Reuter's Agency has received particulars of an interesting journey of 12 months' duration which has lately been made in China by Dr. William Edgar Geil, the well known American traveller, who has already crossed China five times. This last expedition, which was commenced last summer, had for its object a visit to the capitals of all the Chinese provinces, Dr. Geil being anxious to study the new conditions in the various centres of political influence and to complete his investigations and collections of Chinese literature. Dr. Geil says, in referring to his journeys:—"One of the things that remains uppermost in my mind is the general spirit of revolution which I met with. By this I do not mean an anti-dynastic or anti-foreign feeling so much as what I would call an 'anti-baby' movement. Particularly among the scholars and thinking men the opinion prevails that China is passing through a critical period of her history, and there is a feeling of resentment that a baby should be on the throne at such a juncture. I did not find a display of antagonism to the Regent, but these Chinese thinkers hold that China can never be properly modernised under an infant ruler. They referred to the fact that all China's troubles in modern times have occurred during the reign of the last three Emperors, all of whom were children. Elsewhere I found an anti-dynastic movement. Yet I saw no reason for revolution in China. Quite the contrary. It seems to me that the Government is doing all that is possible. Even to me—who knows China well—the changes are nothing short of marvellous."

Referring to the spread of militarism in China, Dr. Geil says:—"Throughout China the constant military preparations have been a source of wonder to me. Wherever I went I saw evidence of a general plan for the preparation of an enormous army. Not only in the provincial capitals, but in the smaller towns drilling is in constant progress." Dr. Geil was in Chengtu—the base of operations against Tibet—at the beginning of the year. He says: "There was great military activity, and I was told by the authorities there that 20,000 Chinese troops had been moved into Tibet. Anyhow, Tibet was the chief topic of conversation. It did not come in my way actually to see what the troops were doing, but it is a significant fact that there were fewer troops in Chengtu than in any other centre I visited. This would seem to confirm what I was told of the troops having been sent out towards Tibet."

INDICTMENT OF THE JAPANESE.

CAUSES OF FAILURE OF NIPPON SYNDICATE.

A remarkable indictment of Japanese methods was made recently at a meeting held at Cross Keys House, Moorgate Street, to wind up the Nippon Syndicate, Limited.

"In spite of the fact that the undertaking had enormous capital at its command, and was founded and conducted by men of eminent reputation in the world of finance," said Mr. Schweder, who presided, "we have been unable to transact any business of a satisfactory nature with the Japanese.

"This I regret to say, is due to the widespread unreliability of the Japanese nation in commerce, no less than to the reluctance of our allies to admit British enterprise to and share in the resources of the Far East, which they appear to claim as their monopoly.

"The selfish policy of the Japanese has reduced the doctrine of the open door to a fiction.

"We are not the only syndicate that has been disillusioned," he added. "Of all the undertakings that were established after the war, and as a consequence of the friendship kindled by the alliance there is not a single instance of the successful conclusion of any transaction of any kind with the Japanese."

Events Coming.

Saturday, 10th September.

Hongkong Hotel half-yearly meeting, at the Company's Hotel, 12.30 p.m.

B.O.C. Aquatic Sports, at V.R.C. Bath 3.30 p.m.

Tuesday, 13th September.

Queen's College re-opens.

Bellilios Public School re-opens.

Thursday, 15th September.

Legislative Council meeting, 2.30 p.m.

Saturday, 17th September.

Gymkhana Meeting, at Race Course, 3 p.m.

Meeting of China Light and Power Co., Ltd., noon.

Hongkong Cricket Club open air Concert, 9 p.m.

Saturday, 24th September.

Meeting of Douglas Steamship Co., Ltd., noon.

Thursday, 29th September.

Boat Aquatic Sports, at V.R.C. Bath.

OIL AS LIQUID FUEL.

ITS ADVANTAGES AND USES.

Not so very long ago we were informed that ten of His Majesty's torpedo boats which used oil-fuel were placed in an invidious position at the close of the naval manœuvres through not only their stock of oil becoming exhausted but also through being unable to refill their tanks from the lighters at Milford Haven, situated there for purposes of replenishment, and which had also been drained of their contents.

Alarmists saw in this incident a powerful argument against the use of oil as fuel, not stopping to consider that the failure to arrange an adequate source of replenishment in no manner disproves the value of oil for the purpose. The limitations of oil-fuel are not confined to storage requirements, nor is the lack of foresight on the part of those responsible sufficient warrant for condemning its use for naval purposes, indeed, as against coal, every advantage is possessed by oil. It does not require any especial acumen to perceive that

ASSURANCE OF SUPPLY

is just as reliable in the case of oil as with coal. Probable future decades may witness greater reliability in this respect, nor can it be disputed that England is independent of foreign sources for her supply of oil, since the oilfields in the British Dominions are capable of supplying naval wants, needing only proper exploitation and proportionate distribution to naval bases for the efficaciousness of its use. It is correct that at present oilfields are not to be found in the British Isles, and in this respect coal has the advantage, but he would be a very bold man who would aver that sources of oil will never be discovered here. It seems to me it is only in this particular that in time of war reposes the chief difficulty in the employment of oil as a means for driving battleships.

Taking into consideration the economic side of the question, the preponderance of opinion must be in favour of oil. The bunkering of coal, no matter how quickly it may be performed, takes very much longer than the filling of oil tanks, a process which can be carried out without any of the accompanying dirt consequent upon the refilling of a ship's bunkers with coal and obviating the waste of labour involved in afterwards cleaning up, since it is only necessary to pump the oil from the tank boat through a suitable tube directly into the tanks of the vessel using it.

Then, again, it is fairly apparent that this means a considerable reduction in labour, both during storage operations and in the stokehole, since the necessity for stokers is practically removed. Nor must more humane reasons be forgotten, inasmuch as the great danger to life is not found in connection with the procuring of oil from its sources which is so intimately and regrettably associated with the mining of coal. Neither do the advantages of oil end here, for actually a greater uniformity in steaming is accomplished by its use and the obviation of a waste of energy, because actually the complete heat-producing action of coal is never fully utilised. In this particular

FUEL ECONOMY

of oil is considerable, a fact capable of practical expression by affirming that whereas 16 lbs of water require for conversion into steam nine lbs of coal, one lb of good oil, properly burnt, will convert the same amount of water, or, in other words, about four barrels of heavy oil will do the same work as one ton of coal.

The efficiency of oil as a producer of power when compared with coal is far greater. A naval expert has computed that weight for weight the power obtainable from oil is 50 per cent. more as against coal on the bunker weight allotted, whilst it is 100 per cent. more on bunker space. Such a statement can be varied by asserting that 36 cubic feet of oil are equivalent to 67 cubic feet of coal, that is, two tons of oil equal three tons of coal. Moreover, a conspicuous feature of the use of oil-fuel, because of its more complete combustion, is the absence of smoke, a powerful consideration relative to its use for war craft, as the whereabouts of a vessel are not so readily disclosed. It is also possible to do away with funnels, or at any rate funnels of any size, in oil propelled ships, thus lessening the large visible conspicuousness.

I have mentioned the rate of speed with which replenishment of oil tanks can be effected, and this is concretely illustrated by stating that the tank of a large locomotive can be filled with 600 gallons of oil in the short time of five minutes.

Obviously all crude petroleums are not suitable as

FUEL OILS,

and the oils principally in demand for this purpose are the latter portions remaining after refining, known technically as "residues," although in a few instances the crude oil as it is derived from the fields is capable of utilisation after it has been allowed to remain in the air for some time in order to permit of the volatilisation of its more volatile constituents. For the purpose of obtaining good fuel oils from Russian or Californian sources distillation has to be resorted to when excellent products result. On the other hand, the petroleum from the Borneo and Texas oilfields can be employed as fuel in their unrefined condition. The value of oil for fuel resides in the high amount of carbon it contains and fairly large proportion of hydrogen. A good fuel-oil should on analysis show from 85 to 88 per cent. of the former admixed with 10 to 1 per cent. of the latter, with a calorific value of 18,5 and preferably higher—indeed, Texas oil has a calorific value of about 19,35.

Canadian oil is probably the best for use in this direction, although the residue remaining after the distillation of Baku oil is almost parallel in value, and probably can not be excelled for use in the furnaces of marine engines.

The importance of oil as a fuel for warships is recognised by our own Admiralty, as proof of which it is but necessary to cite the immense storage reservoirs which are being constructed at the naval bases—Chatham, Portsmouth and Plymouth—together with the conversion of obsolete battleships into tank ships and their distribution for naval use at different places around the coast, although the extent to which oil-fuel is used is maintained a secret. Other countries are not behindhand in perceiving the advantages of oil-fuel. The Austrian Government have already provided some of their battleships with a means of using oil as an adjunct to coal, whilst the Dutch have fitted torpedo boats with an efficient burning apparatus.—Hermann C. T. Gardner, F.C.S., M.S.C.I. in *The Financier*.

RAID ON A CASINO.

£14,000 STAKES SEIZED IN THE KURSAAL AT OSTEND.

REMARKABLE SCENES.

The Belgian Minister of Justice has struck an important blow in vindication of the law against gaming by raiding the Kursaal at Ostend. Consternation prevails in consequence. The Kursaal officials had been led to believe, by the tacit permission given by the provincial authorities to M. Carpentier, to exploit the gaming rooms at the Kursaals of Ostend and Blankenberghe, that it was only M. Marquet, the former lessee, to whom the legal authorities objected and there had been a certain ill feeling that a Frenchman should be allowed to open the gaming rooms, while a Belgian was not allowed to do so.

The raid was made by the Ghent magistrates supported by a strong force of detectives and police in plain clothes. They entered the rooms of the so called Ostend Literary Society at half past ten o'clock by a side door and forcibly prevented the porter from giving the alarm. Some 500 men and women were playing baccarat at the moment. They included many distinguished German, French, English, and American visitors. A wild scene followed. Unscrupulous people not only snatched up their own money but also that of others, and one woman smacked a policeman's face because, she said, she had staked £15 and had not had a run for her money. The police seized about £14,000, the players meanwhile vehemently protesting against the intrusion and shouting, Thieves! Some of the men challenged the magistrates for remaining covered in the presence of ladies. One Englishman asserted his right to put his money anywhere he liked. Another gambler snatched a bundle of banknotes from a policeman. Several tried to break open the locked door, and knocked down a policeman who was guarding it.

Meanwhile the concert in the Casino was finishing and a fresh body of club members, ignorant of the raid, endeavoured to press their way into the rooms, thus adding to the confusion. The police were two hours clearing the rooms and completing their investigation. The ladies present, who seem to have been mostly Germans, were particularly indignant and the German vice-consul was overwhelmed the next day with complaints regarding the alleged brusqueness and incivility of the police. The furniture and belongings of the so-called Artistic and Literary Club taken away by the police filled three great furniture vans, but this did not prevent the lessee of the club from continuing to offer his patrons the sport of the red and black, for a number of deal kitchen tables and chairs were hoisted into the rooms on the very next day.

On July 28 the police made another raid at Ostend, this time at the Police Hotel. The players had apparently been warned, for the police found no one in the gaming rooms, which are in that part of the building reserved for the private club, but they carried away again all the gaming materials. The Palace Hotel belongs to M. Blanc, of Monte Carlo, and it is said that M. Marquet, former lessee of the Ostend Kursaal, has joined him in its management, making common cause against the new arrival—M. Carpentier, a Frenchman who is this year the lessee of the Kursaals of Ostend and Blankenberghe. The Burgomaster of Ostend and the senator representing Ostend have interviewed the Minister of Justice on the harm that these police raids in the middle of the season are doing to Ostend in driving visitors away. The Minister has declared that he must enforce the law against gaming, but that the matter shall come before the courts as quickly as possible. In the Kursaal Club, it is officially announced, only bridge, euchre, poker, and ecarte are being played.

FICUS ELASTICA.

A STUDY IN ETHICS.

The rain was raining drearily
Upon the sodden plains,
The fields were turning fast to swamp,
The roads were swirling drains,
Nor was it strange, because it was
The middle of the rains.
The Expert and the Broker
Upon a bund did stand,
They wept like anything to see
Such horrid waste of land,
"If this were sown with rubber seed,"
Said they, "it would be grand."

"Suppose we plant a thousand trees
A hundred in a row,
Do you opine," the Broker asked,
"They'd take nine years to grow?"
"I think so," said the Expert,
"But the public needn't know."

"Come up, ye guileless Public,"
The Expert did beseech,
"I've such a lot to talk about,
So many things to teach,
That so I may before I die
Increase the wealth of each."

"The time has come, my brothers,
To talk of 'cost per pound,'
Of buds and bolls and balances,
Of shares and shady ground."
(The Broker frowned. This epithet is really most unsound.)

I mean to make your fortunes
"In trees, their name you know,
Elastic figs, you plant them
And then they grow and grow,"
"(Don't make 'em too elastic"
The Broker whispered low.)

"It is indeed a wondrous tree,
It beareth fruit of gold,
And sold will every share be when
The seed is in the mould"
(The Broker blushed "I like me not
This talk of being sold.")

The Expert's eyes are shifty,
The Broker looks askant,
And so it was not strange to hear
Investors say, "We can't,"
For what the expert calls a "tree"
The public call a "plant."

J. M. S. in the Rangoon Gazette.

COMMERCIAL.

8th September, 1 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	5/3
Anglo-Javas	Tls. 9
Anglo-Malays	25/3
Balgownies	14
Batu Tigas	102/6
Bertams	7/9
Bukit Kajangs (pp.)	59/-
Bukit Rajahs	—
Carey Uniteds	21/3 prem.
Castlefields	121/-
Changkat Serdangs	$12
Chera's (part paid)	$9 prem.
Do. (fully paid)	$20
Damansaras	16/-
Eastern Internationals	20/- prem.
Fed. Selangors	—
Glenealys	$2.20
Glenshiels	—
Golcondas	122/6
Golden Hopes	—
Highlands and Lowlands	115/-
Indragiris	$17
Inch Kenneths	—
Jequies	—
Jonglandors	—
Kamunings	6/6 prem.
Kuala Lumpors	180/-
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Labus	—
Ledburys	20/-
Linggis	13 9
London Asiatics	13/-
London Ventures	6/6
Merlimaus	7/6
Pajams	$15
Pegohs	$19
Rubber Trusts	28/6 prem.
Saggas	270/-
Sandycrofts	$31
Sapongs	—
Seafields	—
Sekongs	25/- prem.
Shelfords	77/6
Singapore & Johores	$15
Sumatra Paras	15/-
Sungei Chohs	110/-
Sungei Kapars	16/-
Tandjongs	—
Tangkahs	37/6
Toorangie	2/- prem.
Ulu Rantu	—
United Serdangs	120/-
United Singapores	$1.75
United Sumatras	11/3
United Langkats	80/-
Tronohs	33/9

Para Rubber ..... 7/10 per lb.

RUBBER SHARE MARKET.

Hongkong, 9th September.

The Rubber Share Market has again ruled dull throughout the week and business in both descriptions—dollar and sterling shares—has been practically nil. The price for raw rubber maintained fairly steady round about 2s. 7d per lb. until the close of the period under review when a 4d. drop per lb drew along with it quotations of a few London stocks, there being, however, no marked disparity as we close between the rates ruling to-day and a week ago.

A general meeting of shareholders of the United Singapore Rubber Co., Ld., is to be held at Singapore to-day for the purpose of considering a proposal *inter alia* to convert the Company from a dollar into a sterling one with registration in London.

Anglo-Malays continue on offer at 25/-.

Allagars have weakened to 5/- at which price they have been sold to London.

Eastern Internationals have risen to 19/- at which price they are obtainable.

Linggis keep fairly steady at 55/3.

London Ventures have changed hands at 6/- and more can probably be placed at the rate.

Merlimaus are on offer at 7/6, with probable buyers at 7/3.

Ledburys have weakened to 80/-, at which price they are steady.

London Asiatics have been dealt in to a fair extent at 13/- during the early part of the week and at the close more can probably be had at the rate.

Tangkahs are easier with sellers at 35/-.

United Serdangs were reported sold at 122/6 during the early part of the week, but at the close are weaker and on offer at 118/-.

United Sumatras have been placed at 10/3 to London.

Bertams have small inquiries at 7/6.

Anglo-Javas are quoted in the North at Tls. 9.

Balgownies are inquired for from Singapore at $13.

Changkat Serdangs have buyers at $10½, after sales at $10¾.

Ayer Panas are slightly higher with buyers at $2¾.

Pajams have weakened to $1½ at which price they are in request.

Glenealys are unchanged and can still be placed at $2.¼.

Indragiris have declined to $7 at which they close in demand.

Pegohs were reported sold locally at $.9 and $10¼ but buyers from Singapore only offer $.8¼.

Sandycrofts have weakened to $2.6¾ but buyers prevail at the price.

Singapore and Johores are in demand at $14½.

United Singapores can probably be sold at $1¾.

Ayer Kunings have sellers at $1.

Pantais can be placed at $1¾.

Elphinstones are in favour at $1.

Alor Gajahs are inquired for at the reduced rate of 12.

New Serendahs have also declined and can be sold at $2.

Exchange.—The Banks' closing T/T quotations are as follows:—

On London	1/3½
„ Shanghai	74½
„ Singapore	76½

ELLIS & ELLIS.

SINGAPORE QUOTATIONS.

Messrs. Ellis and Ellis advise us of the receipt of the following telegraphic quotations from Singapore to-day:—

Alor Gajahs	$2.00
Ayer Kunings	1
Ayer Panas	2¾
Balgowanies	13
Changkat Serdangs	10¾
Elphinstones	1
Glenealys	2¼
Indragiris	17
New Serendahs	2.00
Pajams	1¾
Pantais	1
Pegohs	88
Sandycrofts	26
Singapore and Johores	14
United Singapores	1¾

To-day's Advertisement.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK:

S.S. "SAINT PATRICK"..... { On or about 12th Sept.

For Freight and further Information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 5th September, 1910. [56

LADY BADLY SOLD.

BREEZY LIVE LETTERS GIVEN TO WORLD.

Of all the angry lovers this old world has ever seen none ever made primer sport than Mr. Russell Griswold put upon "Russie." It was thus his lady called him in the sweet days gone by, when he was the only pebble on the sprawling beach. But "Russie" is no longer "Russie." The glamour has worn off, and he is suing the lady, Helen Smith, for £10,000 damages for breach of promise. He is likely to have to whistle for the dollars, but revenge is sweet, and he has made Helen as mad as a hatter if ever a woman was mad. Mr. Russell Griswold belongs to Connecticut, while Helen Smith is a daughter of a millionaire ex-Commodore of the New York Yacht Club. In breach of promise actions masculine plaintiffs are rare, and Griswold's anxiety to let the whole world enjoy the epistles of his ladylove has already resulted in manifestations of contempt for the Romeo and widespread sympathy for the Juliet. The letters are so remarkable that several New York newspapers, besides printing them in extenso devote elaborate editorials to their consideration, pronouncing them products of a remarkably imaginative brain. It should be first of all explained that Helen Smith is a very fair lady of forty, and has been married before. She has a twelve-year-old son, is divorced, possesses a private yacht, and an artistic temperament, and is an ardent disciple of Wagner. She claims that she has simply been Griswold's benefactress because he had a "tuneful soul," and he could be of infinite service to her when she gave the choicest of her musical "at homes." Griswold, on the other hand, says that she was his fiancee and that she threw him overboard for somebody else. Now for the correspondence. In one letter, says the *Daily News*, Helen Smith, who revelled in playful sobriquets, writes:

Ach meiner geliebter Siegfried: Shopping and a piano recital to-morrow. Wish you were coming mit me

Your Faithful Honeylamb (new).
Sunbonnet Nell (by request).
Poor Old Pal (popular).
Queen of the Cabin (seldom heard).
Yours, all right, Hellie Brunhilde.

Another written on violent yellow notepaper was in the following strain:—

Dear Russie,—The Commodore (her father) is nervous, so don't come and dodge behind the kitchen door to-day. I have restarted musical lessons, so be prepared to see the pale-faced, long-haired, knitted-browed Paderewski seated at the piano in a stain glass attitude. I send lots by pen, but many more go by wireless; so keep at the coil. Write, for the Lord's sake,—Brunhilde.

The next began: "Dearest Russist," and proceeded:

Now off, yachting; this is a good-bye wave, quick, but felt. Drop me a lifeline.—Your Inf Hi.

Yet another invited the youth to murmur

THE CABALISTIC WORD "RABBITS."

Russie dear, have you been to the moon or some place further than that? Lawdy, but you've been 'lost to sight' but you know this remaining like. How are you? If you want all kinds of luck say "rabbits," first word to-morrow. It will bring love and money.

A vivacious letter from Denver reads:

Dearest Sgfd,—K——and I are going to see a comedy, "The Three of Us," and then stand the two of us to soda with thanks to the other one of us for the treat. We shall soon take the homeward bound train, not the cold Molasses Special and fly to your outstretched arms. I send two handkerchiefs, not for tears or to flirt with, but to wave when we heave in sight,—Everwheresoever, Lelli.

In other letters she calls her Russell's love poems "absolute luxuries, whether original or extracted," longs for "five dark moments" alone with him, and signs herself, "Always and unto ashes thine." It is easy to imagine Helen Smith's towering rage when she discovered her love letters decorating the pages of the American newspapers. She readily consented to be interviewed, and exclaimed, "This fellow deserves caning, and I've several heavyweight friends aching to get at him. He's a nasty little ingrate to bite the hand that fed him! It's preposterous to think I'd ever marry such a caddish, cowardly, presumptuous little puppy!" "Are you Brunhilde?" asked one venturesome reporter. "Of course I am," she replied, with vehemence. "Everybody has to have someone to write to and Russell could turn out plenty of sentimental truck just like mine. I am glad to be rid of him. I am sick of taking care of beggars."

"Siegfried," who is a sentimental-looking youth, smiled when he heard of this onslaught and said: 'The public hates a man plaintiff in a breach of promise, but I'm just going to make her mad.' And the young man seems to know how to go about it.

The s.s. *Calder* arrived at Bangkok on 19th ult. with 6,500 barrels of Haiphong cement consigned to Messrs. Mosed et Fils.

To-day's Advertisements.

HONGKONG.

THE TRADE MARKS ORDINANCE, 1909.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, have, on the 19th day of August, 1910, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The Trade Mark consists of a large panel in which are represented Japanese trees in bloom.

The name of the brand is shown in Korean and Japanese characters and Chinese thus 孛花. On the left side of the large panel a circular panel is shown in which the Company's name is printed in Chinese thus 英國卷烟草株式會社製

in the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong) of No. 18 Bank Buildings, Hongkong, and 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods:—MANUFACTURED TOBACCO in Class 45.

A facsimile of the Trade Mark can be seen at the Office of the Registrar of Trade Marks, Hongkong.

Dated the 29th day of August, 1910.

BRITISH CIGARETTE COMPANY, LIMITED,
(Sd.) P. H. MILLARD,
Secretary. [593

CESAR CANTU

RESUMO DA HISTORIA UNIVERSAL

(UM VOLUME DE 850 PAGINAS).

Traducção Portugueza por Horacio Polares, antigo professor e reitor do Lyceu Nacional de Macao, offerecida aos seus discipulos e amigos do Extremo Oriente.

POUCAS pessoas poderão comprar a Historia Universal de Cesar Cantu cuja ediçao portugueza é em 20 volumes, cada um dos quaes se vende a $400 réis brochado ou $700 réis encadernada. Porem todos poderão adquirir e lêr um resumo d'essa monumental obra do grande historiador, universalmente conhecido e considerado dos primeiros, e ainda o primeiro sob o ponto de vista do merito moral e philosophico, constituindo o seu trabalho uma excellente preparação para o estudo da historia contemporanea.

O compendio da Historia Universal de Cesar Cantu do professor Juan B. Enrefiat, resume em 850 paginas, toda a obra do grande historiador, e a repetição das suas ediçoes mostra o successo que tem tido. Vae ser publicado em portuguez nas officinas do "Commercio do Porto."

Preço, pagamento adeantado, para quem se inscrever como assignante até 30 de setembro proximo, $200 réis, franco de porte.

Depois de exposto á venda o preço será $500 réis.

A quem se responsabilisar por cinco exemplares será offerecido mais um gratis.

Todos os pedidos, acompanhados da respectiva importancia, em vale do correio ou carta registada, devem ser dirigidos ao proprietario e traductor:

HORACIO POIARES—(Districto de Coimbra). Cantanhede. Mira.

São egualmente satisfeitos todos os pedidos vindos do Brazil, que sejam feitos por carta registada, devidamente lacrada, contendo uma nota de cinco mil réis, dinheiro d'aquelle Paiz, representando essa importancia não só o preço total do livro mas tambem o porte e registo do correio.

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Em especial os pedidos do extrangeiro que não vierem acompanhados da respectiva importancia não serão satisfeitos; sem querermos com isto magoar pessoa alguma, e apenas simplificar o serviço da publicação.

Nome do assignante
Residencia
Numero de volumes
Hongkong, 9th September, 1910. [594

Intimations.

Try our delicious

CORNED PORK,
CORNED BEEF
and
PRESSED BEEF.

THE
DAIRY FARM CO.,
LIMITED.

ASAHI
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and
SAPPORO
SAPPORO
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GOLD MEDAL
AT
ANGLO-JAPANESE
EXHIBITION.

PRICES:

4 Doz. Quarts ..... $12.00 per case
8 Doz. Pints ..... $13.50 „ „

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Loans on Mortgage of House Property, &c.
Goods received on Storage.
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(Rates and Particulars on applications).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.

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General Managers.
Hongkong, 19th March, 1908. [41

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in drinking the cheapest and most agreeable Table Mineral Water

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approved by the French Faculty of Medicine.

Large Bottles $0.30
Dozen 3.25
Case 50 Bottles 13.50
„ 60 „ 15.20

SOLE AGENTS:

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Hongkong, 18th July [46

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PRICE'S

SPARKLING WATER

Bottled with Natural Gas from famous Rhine Mineral Springs.

In crown-cork bottles (Splits) at

25 cents per dozen,

(Bottles to be returned or charged for at 35 cents per dozen.)

Absolutely the cheapest and best Mineral Water on the Market.

Try it and convince yourself of its superiority.

H. PRICE & COMPANY, LTD.,

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Telephone No. 115.
Hongkong, 7th September, 1910.

Shipping—Steamers.

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
21 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

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From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 8TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John. "EMPRESS OF BRITAIN" FRIDAY, DEC 16TH.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

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SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

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R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

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Via Canadian Atlantic Port ..... £43.
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For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).
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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI, KOBE & MOJI	*NAMSANG*†	...FRIDAY, 9th Sept., Noon.
MANILA	*YUENSANG**	...FRIDAY, 9th Sept., 4 P.M.
SHANGHAI via NINGPO	*HANGSANG*†	....TUESDAY, 13th Sept., Daylight
S'GAPORE, PENANG & CALCUTTA	*FOOKSANG**	...WED'DAY, 14th Sept., Noon.
TIENTSIN	*CHEONGSHING*†	THURSDAY, 15th Sept., Noon.
MANILA	*LOONGSANG**	...FRIDAY, 16th Sept., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD**,
General Managers.
Telephone No. 215.
Hongkong, 7th September, 1910. [8

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.	
SWATOW, CHEFOO & TIENTSIN	"HUICHOW"	10th	Sept., 4 P.M.
SHANGHAI	"ANHUI"	11th	" Daylight,
MANILA	"TEAN"	13th	" 4 P.M.
CHEFOO & NEWCHWANG	"PAOTING"	14th	" 4 P.M.
SHANGHAI	"CHENAN"	15th	" 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.
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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

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FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Linan*, *Chishan*,) —with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—$45 single, $80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,**
AGENTS.
Telephone No. 35.
Hongkong, 9th September, 1910. [9

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
SUNI	3540	R. Rodger	MANILA	SATURDAY, 10th Sept., at Noon.
KIKU	3465	A. Fraser	"	SATURDAY, 17th Sept., at Noon.

For Freight or Passage apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 6th September, 1910. [10

Shipping—Steamers.

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
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THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,
(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon.
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 5th Oct., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI via SWATOW and AMOY	"JOSHIN MARU" Captain H. Murayama	SUNDAY, 11th Sept., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Captain Y. Yamamoto	WEDNESDAY, 14th Sept., at Noon.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"BUJUN MARU" Captain Y. Fusano	THURSDAY, 15th Sept., at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class.	2nd Class.	3rd Class.
$73.00	$55.00	$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.
Hongkong, 9th September, 1910. [4

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.		SAILING DATES. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	MIYASAKI MARU, Capt. T. Murai,	Tons 9000	WEDNESDAY, 14th Sept., at Daylight.
	KITANO MARU, Capt. F. E. Cope,	Tons 9000	WED'DAY, 28th Sept., at Daylight.
	IYO MARU, Capt. R. Takeda,	Tons 7000	WEDNESDAY, 21st Oct., at Daylight.
VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, Capt. J. Nagao,	Tons 7000	SATURDAY, 8th Oct. From KOBE.
VICTORIA, B.C., & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE YOKKAICHI, SHIMIZU & YOKOHAMA	AWA MARU, Capt. S. Ishikawa,	7020 Tons	TUESDAY, 13th Sept., at 4 P.M.
	INABA MARU, Capt. K. Kawara,	Tons 7000	TUESDAY, 11th Oct., at Noon.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sakine,	Tons 5700	FRIDAY, 30th Sept., Noon.
	NIKKO MARU, Capt. M. Yagi,	Tons 6600	FRIDAY, 28th Oct., at Noon.
SINGAPORE, COLOMBO & BOMBAY	TOSA MARU, Capt. Y. Nomura,	Tons 7000	FRIDAY, 23rd September.
SHANGHAI, MOJI & KOBE	CEYLON MARU, Capt. Fred. Pyne,	Tons 6200	WEDNESDAY, 14th September.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi,	Tons 6000	WEDNESDAY, 28th Sept., at Noon.
KOBE and YOKOHAMA	HIRANO MARU, Capt. H. Fraser,	Tons 9000	THURSDAY, 15th Sept., at 5 P.M.

§ Fitted with new system of wireless telegraphy. ‡ Cargo only. * Carries deck passengers
¶ Calling at Saigon. ' Omitting Kowloong & Shimizu.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	$120	$110	$100	$90
2nd "	$ 80	$ 70	$ 60	$50

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply to

T. KURUMOTO,
Manager. [11

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK:
S.S. "SAINT PATRICK"..... [On or about 10th Sept.

For Freight and further Information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 5th September, 1910. 156

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

FOR MANILA, ANGAUR, YAP, MARONN, FRIEDRICH WILHELMSHAFEN, RABAUL, BRISBANE AND SYDNEY.

THE Steamship
"PRINZ SIGISMUND,"
Captain D. Lenz, (ready to load on Saturday) will leave for the above places on SUNDAY, the 11th instant, at 10 A.M.

For Freight or Passage, apply to
NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
General Agents.
Hongkong, 7th September, 1910. [7

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI
SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"CAPRI,"
Captain Moresco, will be despatched as above on TUESDAY, the 13th September, at Noon.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 8th September, 1910. [16

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship
"CARNARVONSHIRE,"
Captain Gregory, will be despatched as above about 17th September.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.
Agents.
Hongkong, 30th August 1910. [575

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"ST. ALBANS,"
Captain Hood, will be despatched as above on SATURDAY, the 17th September, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 29th August, 1910. [570

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	On or about
Saxonia	6,232	F. S. Cowley	1910. 27th Sept.
Kumeric	6,231	G. B. McGill	20th Oct.
Aymeric	4,563	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings.
Hongkong, 4th September, 1910. [11

Shipping—Steamer.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship
"DELTA,"
Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 17th September, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Hoolimi*, 9,621 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Persia* due in London on 15th October, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
R. A. HEWETT,
Superintendent.
Hongkong, 5th September, 1910. [4

Consignee.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"
FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 5th September, 1910. [586

FROM EUROPE.

THE H.A.L. Steamship
"ALESIA,"
Captain Habel, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 21th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
Ex S.S. *Gluckauf* from Colombo.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 5th September, 1910. [587

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"DERFFLINGER,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23th of September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23th of September, at 9.30 A.M.

All claims must reach us before the 17th of September, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO
Ex S.S. *Dandolo* from Venice.
Transhipped at Port Said.
NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
General Agents.
Hongkong, 5th September, 1910. [8

Consignees.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"BLOEMFONTEIN,"

Captain Patterson, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 12th inst., at 2.30 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 5th September, 1910. [588

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"PALMA,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 8th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent

Hongkong, 5th September, 1910. [4

For Sale.

FOR SALE,
AT
GRACA & CO.
27, DES VŒUX ROAD

ASIATIC POSTAGE STAMPS and VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single
Assortment of Stamps and Post Card Albums.
Postage Stamps Catalogues for 1910.
Stock Books, Duplicate Pocket Book, Transparent Envelopes
Tweezers, Magnifying Glasses, Perforation Gauges.
Novels. Books for parlour and household use. Toy Books for Children.
Prayer Books, Religious Pictures, Pendants Medals, Statuettes, Flower Seeds.
Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

&c., &c., &c.

Inspection Invited.

Hongkong, 12th January, 1910. [63

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES AND TOILET REQUISITES

FOR SALE

23, DES VŒUX ROAD CENTRAL,
HONGKONG

Hongkong, 2nd September, 1910. [60

SHIPPING AND MAILS

MAILS DUE.

French (*Yarra*) 12th inst.
American (*Mongolia*) 12th inst.
Indian (*Laisang*) 13th inst.
American (*Tenyo Maru*) 13th inst.
American (*Nippon Maru*) 4th prox.

The P. M. S. S. Co.'s s.s. *Mongolia* will be due to arrive at this port on 12th inst., noon.

The s.s. *Saint Patrick* sailed from Keelung yesterday at noon, and is due at this port on Saturday morning daylight.

The Imperial German Mail s.s. *Prinz Waldemar*, which left here on 14th ult., arrived at Sydney on 8th inst., at 10 a.m.

The N. Y. K. s.s. *Ceylon Maru*, Bombay Line, left Singapore for this port on 7th inst., and is expected here on 13th inst.

The N. Y. K. s.s. *Miyazaki Maru*, European Line, left Shanghai for this port on 9th inst., and is expected here on 12th inst.

The N. Y. K. s.s. *Hirano Maru*, European Line, left Singapore for this port on 9th inst., and is expected here on 14th inst., a.m.

THE WEATHER.

On the 8th at 12.12 p.—Pressure is very little changed over S. China, Tongking and Annam. It has increased moderately over Formosa and Luson.

The depression appears to be situated near the S.E. coast of Hainan and to be moving slowly probably towards W.N.W.

Pressure is relatively high over N. China and the Eastern Sea.

The Japanese returns are not in hand.

Strong N.E. and E. winds may be expected along the S. coast of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.23 inches.

FORECAST.

1.—Hongkong and Neighbourhood, E. winds, strong; squally; rainy.

2.—Formosa Channel, E. winds, moderate.

3.—South coast of China between Hongkong and Lamocks, E. winds, fresh.

4.—South coast of China between Hongkong and Haitan, N.E. and E. winds, strong.

RUBBER ESTATE RETURNS.

	June	July	Total.
Allagar	3,500	3,320	18,420
Alor Pongsu	7,000	2,130	7,150
Alma	700	850	2,750
Anglo Malay	49,782	58,617	352,392
Ayer Kuning	—		833
Ayer Molek	—	2,015	7,090
Ayer Panas	500		900
Balgownie	9,175	8,757	60,714
Batak Rabit	—	1,335	1,335
Banteng	1,918	2,700	11,774
Batu Caves	13,034	17,458	73,535
Batu Tiga	7,689	8,462	45,953
Bertam	9,725		61,543
Beverlac	—		40,202
Bikam	1,166	2,051	11,032
Brieh	900	1,288	2,688
Bukit Kajang	4,293	5,473	23,358
Bukit Rajah	28,812	30,240	236,735
Bukit Lintang	3,800	3,800	21,270
Bukit Timah	779	621	1,566
Bukit K. B.	300		300
Carey United	12,800	12,000	63,050
Castlefield	3,700	3,800	21,542
Changkat Serdang	3,329	3,658	19,586
Changkat Salak	950	1,100	3,491
Cicely	12,495	16,000	78,166
Consolidated Malay	24,270		135,254
Caledonia	21,000	23,401	92,848
Chumor	630	868	1,174
Chersonese	2,122	2,223	5,845
Damansara	27,911		133,772
Edinburgh	6,400	6,500	42,250
Federated (Selangor)	11,327		62,355
F.M.S. Rubber	28,670	32,170	346,617
Gedong	14,600	21,000	73,100
Glenealy	1,853	1,735	11,438
Glenshiel	3,857	4,899	10,001
Golden Hope	2,956	5,114	33,030
Golconda	11,803		70,137
Gula Kalumpong	—	10,000	10,000
Harpenden	8,700		33,630
Haylor	—	349	349
Heawood	922	1,100	2,909
High & Lowlands	37,471	39,266	288,823
Inch Kenneth	13,131	12,500	89,068
Indragiri	—	824	824
Jugra	10,074	11,758	47,054
Jebong	19,300		102,140
Kapar Para	13,387		64,473
Kamunting	7,052	7,935	109,792
Kempsey	—	3,507	19,988
Kepong	2,975	3,900	17,469
Klebang	—	256	256
Kota Tinggi	664	500	3,098
Kuala Klang	2,238		10,915
Kurau	2,976	2,640	4,716
Krian Rub. Est.	3,224	3,300	17,847
Kuala Bumpur	45,200	48,130	256,610
Labu	19,134	16,616	105,984
Lanadron	37,793	36,913	218,634
Ledbury	9,544	9,844	61,851
Linggi	63,000	71,000	436,000
London Asiatic	12,520	16,015	77,093
Malacca Plant	21,500	22,500	160,000
Merton	1,912	1,983	7,444
New Serendah	—	415	415
North Hummock	5,108		28,891
Nova Scotia	19,100	14,075	49,605
Pajam	3,000	3,250	15,300
Patalling	27,448	27,428	179,177
Pegoh	3,570	3,300	21,416
Pengkalen Durian	—	958	968
Perak Plant	10,874		58,414
Port Dickson	571		3,459
Radella	1 017		1,017
Rembia	621	597	5,170
Ribu Rubber	4,994	5,437	35,068
Rubana	12,500	16,500	73,220
Ratanui	1,575	1,850	7,554
Ribet Growers Assn.	3,981	3,507	19,787
Sengat	7,000	7,031	40,056
Selaba	5,586	6,750	33,070
Sungei Choh	4,600		21,380
Sungei Kapar	16,800		100,600
Sandycroft	6,781	9,311	49,084
Seafield	16,085		74,506
Selangor	33,389		201,541
Sremban	34,087	38,615	215,114
Sembawang	271	535	806
Sennawang	5,772	6,250	31,926
Shelford	7,901	10 500	46,601
S'pore & Johore	11,875	11,780	64,746
Singapore Para	4,900	5,400	34,050
Straits Rubber	24,700		146,180
Sungei Salak	2,012	2,858	14,189
Sungei Way	6,208		22,858
Tambatak	—	964	964
Telok Anson	535	680	1,835
Tall Ayer	13,100	13,500	70,300
Trafalgar	321	324	1,175
Trong	—		2,160
Ulu Pandan	410	475	885
United Singapore	1,610	1,945	8,435
United Sumatra	4,510	3,710	21,998
Vallambrosa	33,500		212,737

(All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—*Straubers Free Press.*)

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/9½
Do. demand 1/9 9/16
Do. 4 months' sight 1/9⅝
France—Bank T.T. 2.26
America—Bank T.T. 43⅝
Germany—Bank T.T. 1.85
India T.T. 134
Do. demand 134⅛
Shanghai—Bank T.T. 74½
Singapore—Bank T.T. per H.K. $100 76½
Japan—Bank T.T. 8
Java—Bank T.T. 197½

Buying.

4 months' sight L/C. 1/9 15/16
6 months' sight L/C. 1/9 15/16
30 days' sight Sau F'co & New York 44⅛
4 months' sight do. 45⅛
30 days' sight Sydney & Melbourne 1/10 3/16
4 months' sight France 2.30
6 months' sight do. 2.30
6 months' sight Germany 1.71
Bar Silver 24½
Bank of England rate 3 %
Sovereigns $10.13

Shipping.

ARRIVALS.

Menfoo, Chi. s.s., 1,334, Froberg, 9th Sept.,—Shanhai 4th Sept., Gen.—C. M. S. N. Co.
Chowfa, Ger. s.s., 1,055, F. Schroetz, 7th Sept., —Bangkok 30th Aug., Rice.—B. & S.
Kwangtee, Chi. s.s., 1,468, R. Lincoln, 9th Sept., —Canton 8th Sept., Gen.—C. M. S. N Co.
Huichow, Br. s.s., 1,217, E. Forsyth, 9th Sept., —Canton 8th Sept., Gen.—B. & S.
Teenkai, Br. s.s., 3,110, F. W. Cullam, 9th Sept.,—Shanghai 6th Sept., Gen.—B. & S.
Toshin Maru, Jap. s.s., 702, H. Yama, 9th Sept.,—Swatow 8th Sept., Gen.—O. S. K.
Hang Sang, Br. s.s., 1,356, S. Wilde, 9th Sept., —Shanghai and Swatow 8th Sept., Gen.—T. M. & Co.
Speria, Ger. s.s., 2,374, W. Faas, 8th Sept.,—Foochow 7th Sept, Gen.—H A. L.

Clearances at the Harbour Office

Shinchiku Maru, for Sourabaya.
Lightning, for Singapore.
Haitan, for Swatow.
Sungkiang, for Amoy.
Speedwell, for Singapore.
Meefoo, for Canton.
Wachow, for Swatow.
Yuentang, for Manila.
Namsang, for Shanghai.
Hangsang, for Canton.
Rubi, for Manila.

Departures
Sept. 9.

Yushun, for Shanghai.
Haitan, for Coast Ports.
Cowrie, for Kobe.
Telconia, for Canton.
Anhui, for Canton.
Mindoro, for Manila.
Sungkiang, for Cebu.
Yuensang, for Manila.
Samboa, for Singapore.
Phranang, for Bangkok.
Mackew, for Bangkok.
Lightning, for Calcutta.
Hangchow, for Chingkiang.
Namsang, for Moji.
Shinchiku Maru, for Sourabaya.
Fukui Maru, for Kobe.

Passengers departed.

Per *Darfflinger*, for Shanghai—Messrs. E. Guttenberg, C. R. Simpkins, J. M. Dickinson, G. Long L. R. Clarke, H. Humphreys, Imberl, D. J. Moran, R. W. Hettinger, S. W. Tso, Li Yan Chi, Li Shun Fan, Chiro Sin Kee, Loi Quai Po, G. J. Murch, Au Chak Man, Cheong Sum Wo, Dr. Ho Kai, Capt. H. Cootes, Mr. and Mrs. Anderson, Gen. Edwards, Mrs. J. M. Dickinson, Mrs. Edwards, Mrs. W. Cutting, Misses Edwards, A. Remedios, D. D. Pereira, M. L. Durez, Messrs. R. P. Remedios, A. Remedios, D. Guttierrez, Bretty, A. Rodrigues, A. Ullmann, B. Freeaunchs and F. Schluter. For Kobe—Mrs. Hepner, Misses J. H. M. Cathee, and T. H. Kang. For Nagasaki—Mr. Chung Kee. For Yokohama—Mr. Chun King Po, Mrs. Lewington, Messrs. Lau You Gon, N L. Lue and H Lee.

Passengers expected.

Per *York*, due 6th Oct.—Mrs. and Miss Naumann, Messrs. Carl-Becher, C. Pensen, E. Schiel, H. Lan, er, and Miss H. C. van Hengel.

Per *Princess Alice*, due 10th Oct.—Messrs. J. J. Elizalde and family, Santiago, J. M. Elizalde, Juan Angel, M. Elizalde, Mr. and Mrs. K. Ziegler Jr., Mrs. C. Herforth, Mrs. M. L. Lander, Misses N Lovegrove, L. Pahl, M. Infante, C. Quentana, S. Knopel, H. Reim, and Rev P. Thrumssen.

Per *Lutzow*, due 2nd Nov.—Mr. J. J. Kunzle, Mr. and Mrs. Rodatz, Mr. C. Ahrenat, and Mr. and Mrs. J. Thomson.

Per *Klutt*, due 16th Nov.—Mr. and Mrs. A. Buxton, Miss Tredwell, Dr. V. M. Hock, Messrs. King and Wannags.

Per *Prinz Ludwig*, due 30th Nov.—Mr. and Mrs. Bethune, Commander and Mrs. H. Bull, Mr. W. Bull, Miss M. F. Bull, Messrs. R. Spagenberg, B. Layton, Mr. and Mrs A. Metzler, Misses B. Kergen, H. Stephens, F. C. Coren, E Greenleaves, and Dr. E. W. Perkens.

Chinese Report.

Str. *Meefoo*, from Shanghai:—The 5th and 6th Sept. Fresh N.E'ly Gale low Barometer. Fine Northerly breeze in the Formosa Channel.

VESSELS IN PORT.

STEAMERS.

Awa Maru, Jap. s.s., 3,918, S. Ishikawa, 4th Sept.,—Seattle and Shanghai 1st Sept., Gen.—N. Y. K.
Bloemfontein, Br. s.s., 2,202, J. B. Pathson, 5th Sept.,—New York U.S.A., 18th July Gen. —S., T. & Co.
Buyo Maru, Jap. 1,813, Y. Yatsuyanagi, 1st Sept.,—Dairen 26th Aug., Gen.—M. B. K.
Capri, Ital. s.s., 2,717, D. Moreko, 4th Sept.,—Bombay and Singapore 28th Aug., Gen. —C. & Co.
Childar Nor, s.s., 1,102, H. Nilsen, 5th Sept.,—Bangkok 28th Aug., and Swatow 4th Sept., Rice.—Aagaard Thoresen & Co.
Crook, Am. Transport, 4,124, C. E. Williams, 5th Sept.,—Manila 3rd Sept.
Empress of India, Br. s.s., 3,050, S. Robinson, 8th Sept.,—Vancouver 17th Aug., Mails and Gen.—C. P. R. Co.
Fatsang, Br. s.s., 1,410, H. Mulkan, 8th Sept., —Oberibon 29 Aug., Sugar.—J., M. & Co.
Fooksang, Br. s.s., 1,087, T. A. Mitchell, 8th Sept.,—Kobe, via Moji 3rd Sept., Gen.—J., M. & Co.
Kaifuku Maru, Jap. s.s., 1,089, Suda, 6th Sept., —Moji 31st Coal.—Mitsu Bishi & Co.
Kaga Maru, Jap. s.s., 1,800, T. Kitano, 4th Sept.,—Wakamatsu 27th Aug., Coal.—M. B. G. K.
Kelvinhead, Br. s.s., 1,946, J. H. Mukis, 7th Sept.,—Fremantle 17th Aug., Sandalwood. —J., M. & Co.
Kaichi g, Br. s.s., 1,267, W. C. Passmore, 4th Sept.,—Foochow and Amoy 2nd Sept., Gen.—D. L. & Co.
Hanoi, Fr. s.s., 630, J. Panier, 8th Sept.,—Haiphong via Holhow 4th Sept., Gen.—A. R. Marty.
Hue, Fr. s.s., 742, Panier, 8th May—Haiphong 5th May Gen.—M. & Co.
Kumchow, Br. s.s. 1,460, J. D. Martin, 27th Aug.,—Saigon 23rd Aug. Gen.—Ying Tung & Co.
Lycemon, Ger. s.s., 1,258, V. Pliyrsen, 30th Aug.,—Swatow 29th Aug., Ballast.—H. A. L.
Mandasan Maru, Jap. s.s., 3,246, Yamamoto, 6th Sept.,—Miike 31st Aug., Coal.—M. B. K.
Matilde, Ger. s.s. 831, Chr. Ulderup, 8th Sept.—Haiphong and Holhow 7th Sept., Gen. and Pigs.—J. & Co.
Nubia, Br. s.s., 7,000, F. J. Fox, 8th Sept.,—Yokohama 30th Sept., Gen.—P. & O. S. N. Co.
Onsang, Br. s.s., 1,087, E. J. Buller, 2nd Sept., —Moji 27th Aug., Coal.—J., M. & Co.
Pongtong, Ger. s.s., 908, W. Böttcher, 5th Sept., —Bangkok 28th Aug., Rice.—B. & S.
Rubi, Br. s.s., 1,618, R. Rodger, 5th Sept.,—Manila 3rd Sept., Hemp, Sugar and Gen. —S., T. & Co.
Teucer, Br. s.s., 1,803, G. W. Parkhouse, 3rd Sept.,—Manila 31st Aug., Gen.—B. & S.
Weihu, Br. s.s., 1,227, A. Tucker, 7th Sept.,—Chefoo 5th Sept., Gen.—B. & S.

SAILING VESSEL.

Arrow, Br. 4-masted barque, 2,071, McIvor, 20th May—Anjer 8th April, Oil.—Standard Oil & Co.

Steamers Expected.

Vessels	From	Agents	Due
Saint Patrick	Keelung	D. & Co., Ld	Sept. 10
Ryuju	Portland	P. & A. Co.	Sept. 12
Yarra	Saigon	M. M.	Sept. 12
Mongolia	Japan	P. M. Co.	Sept. 12
Panama Maru	Tacoma	O. S. K.	Sept. 13
Tenyo Maru	San F'cisco	T. K. K.	Sept. 13
Ceylon Maru	Bombay	N. Y. K.	Sept. 13
Laisang	Calcutta	J. M. & Co	Sept. 13
Settle Maru	Tacoma	O. S. K.	Sept. 27
Nippon Maru	San F'cisco	T. K. K.	Oct. 4

Ships Passed The Canal.

16th August—*Benvenue, Derfflinger, Flintshire, Inverclyde, Kintuck, Malta, Pathan, Westphalia.* 19th August—*Hirano Maru, Pembrokeshire, Mishima Maru, Promethest, Tranquebar, Yarra Brukersog, Franz Ferdinand.* 23rd August—*Indrasamha, Inverath, Lutzow* 26th August—*Alcinous, Palawan, C. Ford Lastie, Hudson, Ernest Simons, Katsow, Nippon, Shikoku, Amiral Exelmans, Indradio.* 30th August—*Benalder, Prinz Eitel Friedrich, Somali, Sayo Maru, Wynaric.* 2nd September—*Benledi, Brastila, China, Kaga Maru, Keemun, Klutt, Machaon, Moyune, Oceanian, Pashawur, Tango Maru, Pacifique.* 6th September—*Hyson, Theseus, Armenia, Monmouthshire.*

Arrivals at Home—16th August—*Breconshire, Aki Maru, Atholl, Arcadia, Suevia, Room.* 19th August—*Canton, Tonkin.* 23rd August—*Cyclops.* 26th August—*Denbighshire, Kintuck, Memnon, Mishima Maru, Westphalia.* 29th August—*Malta.* 30th August—*Lutzow, Brukersog Franz Ferdinand, African Prince.* 2nd September—*Ernest Simons, Pembrokeshire, Katsow.* 6th September—*Inverclyde, Alcinous.*

Post Office.

☞ Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

The s.s. *Chenan*, with the Siberian Mail, is due to arrive here on Sunday, the 11th inst.

A Mail will close for:—

Singapore, Penang and Colombo.—Per *Nubia*, 10th Sept., 9 A.M.
Manila—Per *Rubi*, 10th Sept., 11 A.M.
Macao—Per *Sui Tai*, 10th Sept., 1.15 P.M.
Swatow, Chefoo and Tientsin—Per *Hutchow*, 10th Sept., 2 P.M.
Hongay—Per *Onsang*, 10th Sept., 5 P.M.
Swatow, Singapore and Bangkok—Per *Pontong*, 10th Sept., 5 P.M.
Holhow and Fort Courbet—Per *Holstein*, 10th Sept., 5 P.M.
SHANGHAI VIA SIBERIAN Mail to Europe—Per *Anhui*, 10th Sept., 6 P.M.
Manila, Angaur, Yap, Yaroun, Friederich, Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Samaral, Brisbane, Sydney, Hobart, Launceston New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per *Prinz Sigismund*, 11th Sept. 9 A.M.
Swatow—Per *Haicking*, 11th Sept., 9 A.M.
Pakhoi and Paiphong—Per *Mathilde*, 11th Sept., 9 A.M.
Singapore, Penang and Colombo—Per *Capri*, 12th Sept., 11 A.M.
Ningpo and Shanghai—Per *Hangsang*, 12th Sept., 5 A.M.
Swatow Amoy and Foochow—Per *Haiyang*, 13th Sep., 9 A.M.
Europe, &c., India, *via* Tuticorin—Per *Ville de la Ciotat*, 13th Sept., 11 A.M.
Singapore, Penang and Calcutta—Per *Fooksang*, 14th Sept., 11 A.M.
Swatow—Per *Haimun*, 15th Sept., 9 A.M.
Tientsin—Per *Chenghang*, 15th Sept., 11 A.M.
Manila—Per *Loongsang*, 16th Sept., 3 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *St Albans*, 17th Sept., 10 A.M.
Keelung, Shanghai, Nagasaki, Kobe Yokkaichi, Yokohama, Honolulu and San Francisco—Per *Mongolia*, 17th Sept., 10 A.M.
Europe, &c. India, *via* Tuticorin.—Per *Delta*, 17th Sept., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver (B.C.) Siberian Mail to Europe—Per *Empress of India* 17th Sept., 5 P.M.
Manila, Moji, Kobe, Yokohama, Hokoda and Portland—Per *Ryujo*, 17th Sept., 5 P.M.
Europe, &c., India *via* Tuticorin—Per *Billow*, 21st Sept., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Tenyo Maru*, 24th Sept., 11 A.M.

VISITORS AT THE HOTELS.

HONGKONG.

Adams, P. R.
Backhouse, J. H.
Bates, H. M.
Bunner, Mr. W. C.
Chamberlain, W. P.
Claxton, A. A.
Dorian, J. H.
Fenn, W. T.
Fisher, H. G.
Forsaith, Capt. G. A.
Goulbourn, V.
Hall, W.
Hall, Capt. T. P.
Harrison, T. L.
Hayne, Mr. and Mrs. P. T. and child
Held, J. H.
Helsgau, M. and Mrs. A.
Hewett, Hon. Mr. and Mrs. E. A.
Hough, Dr. S.
Hulse, G. M.
Jack, O. M.
Jackson, W.
Leigh, Miss A.
Lloyd, Mr. G. T.
Logan, W.
Major, Mr. and Mrs. Warwick
Massey, Miss K. A.
Marriott, Dr. O.
Melnes, H. Van
Miller, H. R.
Miner, Mrs. J. G.
Moncrieff, W. H.
Moulder, A. B.
Northcombe, Mr. and Mrs. F. D.
Porter, Major M. B.
Price, S. R.
Ray, E. H.
Rivers, Col. and Mrs.
Robinson, R.
Rodger, R. K.
Safier, J.
Siebenscheim, R.
Solomon, H. H.
Spalding, Dr. and Mrs. A. D.
Spittler, J.
Square, Miss A.
Stuart, Capt. and Mrs.
Thompson, Mr. and Mrs. M. L.
Trautschold, W. W.
Walker, A. V.
West, H.
Whitmarsh, A.
Wildman, L. D.
Williams, C. L. L.
Wolf, G.
Wood, G. G.
Brooke, Mrs. R.
Bell, C. A. S.
Hall, W.

PEAK.

Alabaster, Mr. & Mrs.
Ashrey, Dr.
Anderson, Miss
Bates, Mr.
Bayard, Col.
Beandrins, Mrs.
Bell, Capt. R.A.M.C.
Bowdler, Mrs.
Britton, Miss
Davies, Mr.
Duncanson, Mr. & Mrs.
Dutton, Mr.
Edwards, Mr. and Mrs.
Fayrer, Sir Joseph and Lady
Finch, Capt. and Mrs.
Frisk, F. A.
Geil, J.
Guthrie, Capt. & Mrs.
Hazeland, F. A.
Highton, Engr.-Comdr.
Hind, W. B.
Hitchcock, Mr. & Mrs.
Hockaday, W. T.
Hodgins, Mrs.
Hogg, Mrs.
Hughes, Rev.
Jack, Miss
Jacks, P.
Johnston, Mr. and Mrs.
Kirk, Mr.
Kirk, Mrs. John
Klimanek, P.
Kobkschmidt, Vt. & Mrs
Koren, E.
Lander, Dr., (Bishop of Victoria)
Lander, Lt. Col.
Lyddon, Capt. & Mrs.
Mann, M. M.
May, Mr.
Martin, Miss
McNeur, Mr. and Mrs.
Moore, Mrs.
Neilson, Mr.
Page, Miss
Paulsen, H. R.
Perkins, Miss.
Perkins, Mr. and Mrs. P. L.
Perry, Lt. R.A.M.C.
Piggott, Sir Francis
Probyn, R.A.M.C., Major
Robinson, Mr. & Mrs.
Rossler, Mrs.
Sinclair, A.
Stacpole, Lt.-Col.
Sutherland, Mr.
Thomson, Rev. & Mrs.
Thornhill, Rev.
Topp, J. R.
Twiss, Capt. and Mrs.
Warning, Capt.
Wheston, W.
White, Mr. and Mrs.
Wilford, F. C.
Wrigley, Lt. Col. & Mrs.
Wright, Mr. and Mrs.

ASTOR HOUSE.

Baxter, Miss
Bennett, H. W.
Blumenthal, R.
Chapple, F.
Coan, C. F.
Cocke, Mrs. E. N. and son.
Delano, Mrs. J. A.
Durell, Mr. and Mrs. C. T.
Eyl, N.
Farland, A. E.
Fischer, N.
Frazer, Miss M.
Gritre, A.
Garner, J. W.
Gillespee, Mrs. W. K.
Halsen, G. R.
Hasselgrisch, A.
Hinds, Major.
Hinds, Master
Hinds, Miss
Hinds, Mrs.
Herschberg, Max
Herrera, L. C.
Holt, H. O.
Imoberstey, W. T.
Johnson, P.
Leddles, K.
Lowe, Miss K.
Lyde, M. C.
MacWorth, W.
Magner, L. J.
Mayer, Dr. and Mrs.
Mayhew, T. E.
McCandliss, Dr. and Mrs.
Miller, A.
Mody, N.
Monroe, J. D.
Pelliard, R.
Pendleton, Mr. & Mrs.
Petty, Mr. and Mrs. J. M.
Philippo, S.
Pond, E. H.
Smith, H. L.
Thom, Mrs. W. and children
Tolchett, Capt. W.
Trante, Mrs. J. and daughter
Vasburgh, Mrs. G. B.
Wahl, Master
Wahl, Miss
Wahl, Mrs.
Watkins, H.
Wegelin, L.
Withinshaw, J. D.
Yung, M. B.

CRAIGIEBURN.

Adams, Mr. and Mrs. F. R. J.
Caldwell, Mr. and Mrs. G. A.
Chiochen, S. J.
Grant-Smith, E.
Jones, Dr. and Mrs. Evan
Kydd, MMr. & Ms.
Lammert, Mrs.
Mohlee, Mr. and Mrs.
Pearce, Mr. and Mrs. Smith, Crowther
Smith, Miss D.
Smithson, Miss
Sutton, Mr. & Mrs. F.
Weigall, Mrs.
Wilson, G. L.
Wood, E. M.
T.W.,

DOCK RETURNS.

TAIKOO DOCKS.

Demeter ..... at Quarry Bay Docks.
Crook ..... " "
Durmeltan ..... " "
Union ..... " "

CHINA COAST METEOROLOGICAL REGISTER.

September 8th, 1910, 8 a.m.

			Bar.	Th.	Hu.	Wind	Wr.
Vladivostock	7	a.m.	29.99	63	94	C	C
Nemuro	6	a.m.	30.01	—	—	C	—
Hakodate	7	"	29.95	—	—	ENE	1
Tokio	"	"	29.83	—	—	NNW	1
Kochi	"	"	—	—	—	SE	1
Nagasaki	"	"	29.56	—	—	N	3
Kagoshima	"	"	29.58	—	—	WSW	1
Oshima	"	"	29.82	—	—	S	1
Naha	"	"	—	—	—	—	—
Ishigakijima	"	"	—	—	—	NE	2
Bonin Is.	"	"	30.01	—	—	C	—
Chefoo	6	a.m.	—	—	—	—	—
Weihaiwei	9	a.m.	29.96	78	65	NE	1
Hankow	6	a.m.	—	—	—	—	—
Kinkiang	"	"	29.85	69	—	C	b
Shanghai	9	a.m.	29.93	79	61	NNE	1
Gutzlaff	"	"	29.86	78	70	N	1
Sharp Peak	"	"	29.92	78	—	N	1
Amoy	9	a.m.	29.80	76	—	NNE	2
Swatow	"	"	29.77	74	81	NNE	1
Taihoku	"	a.m.	29.80	—	—	E	6
Taichu	"	"	29.77	—	—	—	0
Tainan	"	"	29.78	—	—	—	0
Koshun	"	"	29.77	—	—	N	6
Pescadores	"	"	29.77	—	—	NE	6
Canton	"	a.m.	29.84	80	70	E	2
Hongkong	"	a.m.	29.88	82	53	E	3
Victoria Peak	"	"	—	—	—	E	4
Gap Rock	"	"	29.80	—	—	ENE	5
Macao	"	"	29.86	82	—	NE	1
Wuchow	"	a.m.	—	—	—	—	—
Holhow	"	"	—	—	—	—	—
Pakhoi	"	"	—	—	—	—	—
Phullen	4	a.m.	29.79	77	—	ENE	4
Tourane	"	"	29.75	79	—	NW	3
C. St. James	"	"	29.80	77	—	WSW	4
Aparri	6	a.m.	29.79	77	—	E	2
Manila	10	a.m.	29.84	84	71	—	0
Legaspi	6	a.m.	29.82	75	—	—	0
Bacolod	9	a.m.	—	—	—	E	2
Iloilo	"	"	29.85	81	—	NNW	1
Cebu	"	"	29.87	84	—	N	1
Labuan	"	"	29.84	84	—	—	—

September 9th, 1910, a.m.

			Bar.	Th.	Hu.	Wind	Wr.
Vladivostock	7	a.m.	29.93	62	95	—	0
Nemuro	6	a.m.	—	—	—	—	—
Hakodate	"	"	—	—	—	—	—
Tokio	"	"	—	—	—	—	—
Kochi	"	"	—	—	—	—	—
Nagasaki	"	"	—	—	—	—	—
Kagoshima	"	"	—	—	—	—	—
Oshima	"	"	—	—	—	—	—
Naha	"	"	—	—	—	—	—
Ishigakijima	"	"	—	—	—	—	—
Bonin Is.	"	"	—	—	—	—	—
Chefoo	6	a.m.	—	—	—	—	—
Weihaiwei	9	a.m.	29.97	78	65	—	0
Hankow	6	a.m.	—	—	—	—	—
Kinkiang	"	"	29.92	70	—	—	0
Shanghai	9	a.m.	29.94	79	61	NNE	2
Gutzlaff	"	"	29.90	80	66	SE	3
Sharp Peak	"	"	29.93	78	—	—	0
Amoy	6	a.m.	29.89	77	69	NE	1
Swatow	"	"	29.81	76	82	ENE	2
Taihoku	"	a.m.	29.89	—	—	—	0
Taichu	"	"	29.89	—	—	—	0
Tainan	"	"	29.89	—	—	—	0
Koshun	"	"	29.92	—	—	N	3
Pescadores	"	"	29.88	—	—	NE	4
Canton	9	a.m.	29.86	83	67	E	2
Hongkong	10	a.m.	29.84	78	93	E	3
Victoria Peak	"	"	—	—	—	ENE	4
Gap Rock	"	"	29.79	—	—	E	5
Macao	"	"	29.87	80	—	ENE	3
Wuchow	9	a.m.	29.88	82	74	E	1
Holhow	"	"	—	—	—	—	—
Pakhoi	"	"	—	—	—	—	—
Phullen	8	a.m.	29.80	82	—	NE	3
Tourane	"	"	29.76	73	—	NW	4
C. St. James	"	"	29.76

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$125	£1,500,000 $15,100,000 $250,000	$1,028,088	£2.5/- for half year ending 31.12.09 @ 4s 1/9½=$15.11	5 %	$50 buyers £68/- ex div.
National Bank of China, Limited	99,925	£7	£6	£4,009 $130,000	$30,558	$2 (London 3/6) for 1909	...	$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$2,560,000 $254,583 $302,703	none	$10 for 1908	6 %	$185 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 285,000 Tls. 285,000 Tls. 140,585	Tls. 107,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115
Union Insurance Society of Canton Limited	12,400	$250	$100	$2,000,000 £ 0,000 £112,858 $103,200 $723,985	$127,984	Final of $20 per share, making in all $50 per share for 1908 and an interim dividend of $30 per share for 1909	6 %	1815 sellers
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 $294,405 $499,264	$7-7,617	$42 for year ending 31.12.08 and interim of $3 on account of 1909	7 %	$295
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $550 34½ 182 168	$438,106	$6 and bonus $2 for 1908	7 %	$114½ buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,600,000	$426,728	$27 for 1908	8 %	$352½ buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	157,743	Dr. $3,7.7	$1% for 1906	...	$11 sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$330,000 $100,189	Nil.	2½ for year ending 30.6.1908	...	$16 sellers
Hongkong, Canton & Macao Steamboat Co., Ld	80,000	$15	$15	$850,000 $617,500 578,765 $15 491	Jan.766	Dividend of $1½ for 30.6.10	8 %	$32 buyers
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000	£5	£5	£138,100	b) 537.8.2	6/- for 1907 on Preference shares only @ ex 1/9.11/16=$3. 154	...	$60
Do. Do. (Deferred)	60,000			£780,000	£463,994	3rd Int. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	85/-
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£100,000		A dividend of 7 %	5 %	$24 sellers
"Star" Ferry Company, Limited	10,000 10,000	$10 $10	$10 $5	$71,850 $62,681	$2.159	A bonus of 5 % for yr. ending 30.4. 1910	4½ %	$11 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$530,000 $81,620	Dr. $7,090	$10 per share for 1909	6 %	$160 s. ex div.
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $115,893	$3 for 1897	...	$25 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6 .02	Tls. 10 for year ending 31.8.09	...	Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£. 1	£15,000 £12,289	£1,435	Interim of 2/6 for 1911 (coupon No. 14)	9 %	Tls. 16-
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	none	none	First year	...	Ps. 10
Rand Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4 173	none	5½ per share 13th dividend	5 %	5/1
Oriental Consolidated Mining Co., Ltd	500,000	G $10	G $10	none	none	Final of Gold $0.65 for 1909 in all G $1.15	...	41/-
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$21,275	Dr. $8,460	$1.75 for year ending 31.12.06	...	$9½ sellers
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$550	$50	$550,000 $31,993 $40,000	$264,847	$2½ for 1909	4½ %	$53 buyers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$588,318	$1,31,755	No dividend paid this year	...	$50½
Shanghai Dock and Engineering Co., Ld.	Tls. 55,700	Tls. 100	Tls. 100	$285,000 Tls. 1,000,000	Tls. 6,251	Final of Tls. 3 making Tls. 6 in all for '09/10	6½ %	Tls. 75
Shanghai and Hongkew Wharf Company, Limited	26,000	Tls. 100	Tls. 100	Tls. 697,357 Tls. 150,000 Tls. 188,000	Tls. 9,222	Interim of Tls. 3 for 1910	7 %	Tls. 112 ex div.
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 4,314	Tls. 6 for year ending 29.2.09	5½ %	Tls. 101 buyers
Central Stores, Limited	50,123	$15	$15	$1,000	$84,041	$1.20 on old and 60 cents on first new issue	8 %	$16 buyers
Hongkong Hotel Company, Limited	12,000 8,000	$50 $50	$50 $25	$446,974 $19,000	$3,777 $27.9	$2.50 on old shares and 1.50 on new shares for half-year ending 31.12.09	2 %	$104 $82 sellers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$150,000		Final of $7½ making $9 for year end. 31.1 .09	7 %	$101 buyers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	220,045	$5,471	45 cents for 1909	6 %	$8 sellers
Kowloon Land and Building Company, Limited	6,000	$50	$30	25,550 none	$2.9	$2½ for 1909	8½ %	$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,585,045	Tls. 63,969	Interim of Tls. 3 for 1910	6½ %	Tls. 112
West Point Building Company, Limited	18,580	$50	$50	Tls. 50,000 none	$1,958	Final of $2.50 making in all 3.80 per share for 1909	8½ %	$39 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	20,000	Tls. 50	Tls. 50	Tls. 250,000	Tls. 10.993	Tls. 12 for year ending 31.10.09	8½ %	Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	Tls. 49,998 $10,000	$9,553	50 cents for year ending 31.7.08	12 %	$5
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 2,172	Tls. 7½ for year ending 30.9.09	12 %	Tls. 55
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 6 for 1909	7 %	Tls. 55
Sey Chee Cotton Spinning Company, Limited	3,000	Tls. 500	Tls. 500	Tls. 31,172	Tls. 11,172	Tls. 25 for 1909	10 %	Tls. 100
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500	£348	15 % per share for 1908	...	£8 sellers
China-Borneo Company, Limited	60,000	$12	$12	$40,000	Nil.	60 cents for 1909	6 %	$8½ buyers
China Light and Power Company, Limited	50,000	$5	$5	none	50,243	60 cents for year ended 28.2.06	...	$1.40
Do. Do. special shares	50,000	$1	$1		12,602	80 cents for 1909	9 %	$8 buyers
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$100,000		$1.20 for year ending 31.7.09	6½ %	$19 buyers
Daily Farm Company, Limited	40,000	$7½	$6	$12,000 $1,000	$1,893	Final of 40 cents making in all 75 cents per share for 1909	10 %	$4.90 ex. and s.
Green Island Cement Company, Limited	400 000	$10	$10	$13,000	$4,290	14 per cent. viz. $1.40 for 1909	12,%	$14 sellers.
H. Price & Company, Limited	12000	$10	$10	$5,0.37	$670	A dividend of $1.20 per share and a bonus of 10 cents	6 %	$10 buyers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$11,798	Final of $6 for 1909	6 %	$135
Hongkong Ice Company, Limited	5,000	$25	$25	$150,000	$7,816	Final of $1 making in all $3 for 1910	9 %	$31
Hongkong Rope Manufacturing Company, Ld.	60,000	$10	$10	$40,000	$9,176	Interim dividend of Tls. 15% 15th March	9 %	Tls. 1,250
Maatschappij tot Mijn-, Boesch- en Landbouwexploitatie in Langkat, Limited	25,000	G. 100	G. 100	Tls. 547,500 Tls. 61,284	Tls. 216,682	Tls. 12½ 15th June & Tls. 15.00 15th Sept.	5 %	
Peak Tramways Company, Limited	25,000	$10	$10	$20,000	$3,014	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.10	5½ %	$10 sellers
Peak Tramways Company (new)	50,000	$10	$1	none	Ps. 18,640	None	5 %	$10 sellers
Philippine Company, Limited	75,000	$10	$10				...	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 21,221 Tls. 100,000	Tls. 5,150	No dividend this year	9 %	Tls. 155
Societe des Rotins et Papeteries du Tonkin	13,200 Benefit shares 1,200	50 Haiphong Nominal	25 Currency	none	none	First year	...	5 sellers $800 Hisang currency
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $31,096	None	...	$15 sales
Steam Laundry Company, Limited	20,000	$25	$5	none	$27.86	10 % for year ending 31st May 1910	13 %	$13 sells s.
Union Waterboat Company, Limited	50,000	$10	$10	$11,936	none	60 cents for year ending 31.12.08	8 %	$7 buyers
United Asbestos Oriental Agency, Limited	10,000	$10	$5	$48,090	$342	60 cents per ord. share for year ending 31.5.09	5 %	$11½ sellers
Watkins Limited	12,000	$20	$10	none	$1,948	35 cents for 1909	11 %	$3
Watson (A. S.) & Co., Limited	90,000		$10	$100,000 $5,000	$2,613	3 % for 1909	...	1½ sellers
William Powell, Limited	15,000	$7		none	$782	None	...	$1½ buyers

Printed and Published by JOHN PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company.

Hotels.

VIENNA CAFE COMPANY (1910 LIMITED (RE-CONSTRUCTED).

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.
Specially selected Brands of Wines, Spirits, Beers, etc.
An extensive modern Bakery.
A French Chef.

Hongkong 22nd July, 1910. [499

BAND! BAND!! BAND!!!
AT THE
BELLE VIEW HOTEL,
SHAUKIWAN ROAD,
Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 105th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 11th September.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandahs.
Dinner a la Carte 7.30 p.m.
Dining Rooms can be reserved by telephoning to the undersigned.
All cordially invited.

W. GALLAGHER, Manager.

Hongkong, 6 h September, 1910. [26

Intimations

Denmarks Pride

HEYMANS BUTTER

SIEMSSEN & CO., Sole Agents. 49

NEW SHOP! JUST OPENED!!

DO NOT MISS LOOKING AT OUR WONDERFUL SELECTIONS OF

RARE JEWELS, &c., &c., &c.

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Dealers in CEYLON PRECIOUS STONES, &c.,

38 & 40, QUEEN'S ROAD CENTRAL.

Hongkong, 23rd May, 1910 [40

NOTICE TO SUBSCRIBERS.

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By Order, THE MANAGER.

Hongkong, 1st January, 1909.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. ...
7.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 12.30 a.m. ... Every 15 minutes.
12.30 a.m. to 2.00 a.m. ... Every 10 minutes.
12.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS at ca. Week Days, Sundays.

Extra cars at 2.15 p.m., 11.30 p.m. and 12.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1908. [26

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GARDEN MAKERS AND ART DECORATORS, from Shanghai, has opened their FURNITURE SHOPS at

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The only Shop in Hongkong with this name.

WHERE ALL KINDS OF FURNITURE of every description can be made to order in any design required.

Have been patronized by the Governor, Colonial Secretary, Hongkong Hotel, Peninsular Hotel, Messrs. A. S. Watson & Co., Messrs. and others, including Establishments in the Far East to whom references can be made, and for whom Superior Workmanship and Materials in the Furniture line supplied.

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